

號十月正英港香 .HONGKONG, MONDAY, JANUARY 10th, 1887. 一拜禮 日七十月二十年二十緒光 號七十五零千九第 No. 9057 INTIMATIONS. NOTICES TO CONSIGNEES, BANKS. AUCTION INTIMATIONS: SHIPPING! CONGRONG & SHANGHAIBANKING "BEN" LINE OF STEAMERS. PUBLIC AUCTION. TANE, CRAWFORD & Co., JARRIVALS. CORPORATION. MR. J. M. ARMSTRONG, has received NOTICE TO CONSIGNEES. instructions to Sell by Public Auction, PIANO AND MUSIC DEPARTMENT. FROM ANTWERP, LONDON, AND TO-MORROW. Moderate Salary.

January 7, LOIRE INFERIEURE, French steamer 532, Pillivnyt, Haiphong, 3rd January, General.—CARLOWITZ & Co. January 8, Nonden Danish str., 768, Davidson, fullis Department has been greatly enlarged, and is now, and will continue to be, one of Whampon 8th January, General. - Chinese our leading branches; our present stock is the

January 8, Tanais, French str., 1,733, M. Paul, · Yokohama 1st January, and Kobe 3rd, largest and best assorted in China, and Mails and General .- MESSAGERIES MARI-January 8, LEESANG, British steamer, 1.092,

Sawer. Whampon 8th January, General.-JARDINE, MATHESON & Co. January 8, Kutsang, British sir., 1,425, Young,

Shanghai Sth January, General. - JAR- | Classical Music DINE, MATHESON & Co. January 8. Amigo, German steamer, 771, Samuelsen, Swatow 7th January, General.-

WIELER & Co. January 8, Ningro, British steamer, 761, W. Potts, Shanghai, 5th January, General.-OPERAS:-Vocal Scores, Piano Scores, Violin

STEMESEN & Co. January 8, Airnie, British steamer, 1,40 , W Ellis, Sydney 5th December, Newcastle 8th, Moreton Bny 11th, Townsville 16th Cooktown 17th, Thursday Island alst, and Port Darwin 28th, General -Russell &

January 8, KWANGLEE, Chinese steamer, 1,508, . Andrew, Shanghai 5th January, General. -C. M. S. N. Co.

January 8, CHINA, German steamer, 649, T. P. Ulderup, Swatow 7th January, General.-MELCHERS & Co.

January 8, Jason, British steamer, 1,411, Mil ligan, Liverpool 19th November, and Singapore 1st January, General.—BUTTERfield & Swire.

January 8, BERENICE. Austro-Hungarian str., 1.734. C. Bechtinger, Trieste, and Singapore 1st Jaguary, General,—Austro-Hun-GARIAN LLOYD'S S. N. Co.

January 8, Thioriow, British steamer, 862, Joseph Newton, Bangkok 1st January, Rice and Timber YUEN FAT HONG. January 8, Welle, German steamer, 395, E

Piper, Pakhoi 1st January, and Hoihow 4th, Ballast, - WIELER & Co. January 8, YANGTSE, French steamer, 2,371, M. Lormier, Shanghai 6th January, Mails and General.—MESSAGERIES MARITIMES. January 8, YANGTSZE, British steamer, 814, F

Schulz, Wuhu 4th January, Rice.—Stems-SEN & Co. January 9, ANADYR, French steamer, 3,776, Delacroix, Marseilles 5th December, Port Said, Suez, Aden, Colombo, Singapore, and

Saigon 3rd January, Mails and General.— MESSAGERIES MARITIMES. January 9, HATPHONG, British steamer, 1,122, 6th, and Swatow 8th. General.—Douglas and Actresses.

LAPRAIK & Co. January 9, Celebes. Dutch steamer, 1,423, J. C. Joon, Amoy 8th January, General.—JAE-DINE, MATHESON & Co.

January 9, DEEPDALE, British steamer, 1,715, J. G. Sharpe, Haiphong 6th January, Rice and General-Adamson, Bell & Co. January 9, MENELAUS, British steamer, 1,300. R. Nelson, Liverpool 26th November, and Singapore 2nd January, General.—Butter-

FIELD & SWIRE. January 9, STENTOR, British steamer, 1,304, 25 Edwards, Liverpool and Shanghai 2nd January, General.—BUTTERFIELD & SWIRE. January'9, KALLIOPE, German bark, 1,090, M. C. Ohrt, Cardiff 12th August, Coals.-Messageries Maritimes.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

8th January. Claymore, British str., fer Kuchinotzu. China, German str., for Snigon. Camelot, British str., for Singapore. Amiga, German str., for Singapore. Airlie, British sch., for Freemantle. Formosa, British str., for Swatow. Nanshan, British str., for Swatow. . Cicero, British str., for Colombo. Norden, Danish str., for Wuhu-Activ, Danish str., for Haiphong. Marie, German str., for Haiphong. Killarney, British str., for Bangkok. Jason, British str., for Amoy. Donalena, British sch., for Takao. Harvester, Amr. ship, for San Francisco. Marcia, British str., for Woosung. Heroldine, Amr. ship, for New York.

DEPARTURES January 8, HEROINE, British gunboat, for acruise. January 8, WANDERER, British gunboat, for a

January 8, Cartsbrooke, British steamer, for Touron.

January 9, Tarwan, British str., for Guam. January 8, INDEPENDENT, German steamer, for

Saigon. January 8, Signal, German str., for Hoihow. January 8, Camelor, British str., for Singapore. January S, CLAYMORE, British str., for K'notzu. January 8, Ningro, British str., for Whampoa. January 8, Kutsang, British str., for Whampon. January 8, KWANG-LEE, Chinese steamer, for Whampoa.

January 9, CHINA, German str., for Saigon. January 9, Amigo, German str., for Singapore. January 9, FORMOSA, British str., for T'wenfoo. January 9, NANSHAN, British str., for Swatow. January 9, CICEBO, British str., for Colombo. January 9, MARIE, German str., for Haiphong. January 9, MARCIA, British str., for Woosung. January 9, NORDEN, Danish str., for Wubu. January 9, DONALENA, British soh., for Takao. January 9, AIRLIE, British sch., for Freemantle. January 9, Jason, British str., for Shanghai. January 9, YANGTSZE, British str., for Wham-

January 9, KILLARNEY, British str., for Bang-

PASSENGERS, ARRIVED.

• Per Tanais, str. from Yekohama, &c.—For General purposes. Hongkong.-Mme. Vito Positano and Mr. Tai Sung, from Yokohama. . From Kobe.-Mr. and Mrs. D. de Alberta. For Marseilles .- Mr. Flicke, and 8 Japanese, from Yokohama. From Kobe.--! Japanese.

Per Loire Inferieure, str., from Haiphong, -5 Per Airlie, str., from Melhourne, &c .- Mr. and Mrs. Clementson, Mesers H. Smith and G. D. Schofield, 4 Europeans; and 240 Chinese in Par Jason, str., from Liverpool, &c. -- Majand

Hongkong, 5th January, 1887. BREWER HAS JUST RECEIVED Parke's Practical Hygiene. Holloway's Practical Surveyor.

Phillips's Fortifications. Brickwood's Boat Racing. Jamieson, Steam and Steam Engines. Cap Slack's Student's Manua! of Languages. Lawn Tennis, by Dwight. Granert Portuguese Grammer.

-NEW MUSIC-

comprises:--

Tutors' Exercises and Progressive pieces for

beginners.

Volumes:—Volumes of Songs, Volumes of Piano Solos, Volumes of Dance Music and

Volumes of Classical Mu ic.

Sacred Music.

Violin Soles.

LANE CRAWFORD & Co

Violin and Piano Duets.

ALL THE LATEST DANCE MUSIC,

-Songs.

Popular Music

Standard Music

AND DUETS.

Pianos for Sale or Hire. New Pianos for Sale on the Hire system of 310 monthly payments. Rubber Stamps:-Machinery received for the execution of these excellent Stamps at a few

hours notice at moderate prices. Solid Iron Cash Boxes with patent Locks. Dog Collars in great variety. New Series of Hongkong Photographs embracing a number of charming Spots not previously taken.

UNDER HONGKONG HOTEL. ELLY & WALSH, LIMITED,

W. BREWER, Queen's Road.

HAVE JUST RECEIVED A PARCEL OF NEW CABINET PHOTOGRAPHS, The Queen, Prince of Wales, Princess of Wales, Princess and Children (group), Emperor of Germany, Crown Prince of Germany, Lord Salisbury, Mr. Gladstone, Lord Randolph Churchill, Mr. Chamberlain, Mr. Bright, The Pope, Cardinal Manning, Cardinal Newman, Canon Liddon, Henry Irving, Mary Anderson, S. Ashton, Foodboy 5th January, Amoy Mrs. Langtry, and a host of Celebrated Beauties

JUST PUBLISHED.

Shanghai Nantical Pocket Manual, 1887. Chinese Games of Chance, by Ng Kwai-shang. Banting in India a really first rate treatise on Corpulence and its prevention in hot

Imperial English & Chinese Date Block, 1837. Imperial English & Chinese Diary, 1887. Mayers' Chinese Government-New Edition. KELLY & WALSH LD., HONGKONG.

IMPORTANT NOTICE.

JAPAN! JAPAN!! JAPAN!!! U H N JAPANESE FINE ART GALLERY, (Opposite the HONGKONG HOTEL).

NOW OPEN 2 ANCIENT and MODERN BRONZES, IVORIES, LACQUER, SILKS, and BRO-CADES; GENUINE SATSUMA, EM. BROID RED TABLEAUX, QUILTS WRAPPERS. JACKETS, and PHOTOGRAPH ALBUMS, BRONZE JEWELLERY, and Hundreds of ELEGANT and USEFUL ARTICLES. All will be affered at the lowest possible

wholesale prices in Japan. INSPECTION RESPECTFULLY INVITED. Hongkong, 3rd January, 1887.

MARINBURK & Marine House, Queen's Road, Hongkong. MANUFACTURERS OF FIRST CLASS FURNITURE AND UPHOLSTERY,

Every description in Foreign & latest Designs. ARTISTIC DRAPERIES AND LAMBREKINS. DRAWING ROOM, LIBRARY AND DINING ROOM

COMPLETE BEDROOM SUITES with Elegant Designs of DRESSING CASES. BEDDING AND BEDSTEADS.

A Large Variety of latest Style of Tapes TRIES, VELVETS, SILK FURNITURE, PLUSHES in all Colours, Plain and Embossed.

FRINCES. TASSELS, CORDS by the Yard. GILT MOULDINGS, PICTURE FRAMES, and CORNICES; also made with Silk Plushes. The UPHOLSTERING is entirely done by MR. MARINBURK.

UPHOLSTERY WORK. Hangkong, 7th September, 1886.

IRON-FRAMED PIANOS,

M. F. Rachals & Co., Hamburg. OTTAGE PIANOS, Shanghai Tls. 235 & 300 GRAND PIANOS,... Shanghai Tls. 450 SOLE AGENT FOR CHINA AND HONGKONG.

SYDENHAM MOUTRIE Shanghai. 14th May 1886.

TIMBER.

TIME Undersigned. Agents for Messrs. E.E. ABRAHAMSON &Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soit TIMBERS suitable for Wharves, Building and GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 2nd November, 1886. Cobe.—I Japanese.

Per Ningpo. str., from Shanghai.—5 Chinese. \$2.000 to be LENT on MORTGAGE.

Good Security required.

> Daily Press Office. Hougkong, 11th November, 1886. WANTED -A SMALL HOUSE at

-- O. K Daily Press Office. Hongkong, 8th January, 1887.

RESERVE FUND 4,500,000. RESERVE FOR EQUALIZATION OF 200,000. DIVIDENDS

RESERVE LIABILITY OF PROPRIETORS 7,500,000. COURT OF DIRECTORS:-Chairman—A. McIver, Esq.
Deputy Chairman—M. Geote, Esq. ALL THE NEWEST SONGS, DUETS and PART H. Hopping, Esq. E.H.M. Huntington, Esq. Hon. J. Roll-Irving. C. D. Bottomley, Esq. E.H.M. Huntington, H. L. Dalrymple, Esq. Hon. A. P. Wollwen, W. H.F. Darby, Esq. Hon. F. D. Sassoon, Chief Manager. ALL THE MODERN DRAWING ROOM SOLOS

Hongkong-THOMAS JACKSON, Esq. ACTING CHIEF MANAGER. Hongkong-John Walter, Esq. Manager. Shanghai-Ewen Cameron, Esq. LONDON BANKERS-LONDON & COUNTY BANK.

HONGKONG-INTEREST ALLOWED. On Current Deposit Account at the rate ofper cent, per Annum on the daily balance. On Fixed Deposits:-

For 3 months 3 per Cent. per Annum. For 6 months 4 per Cent. per Annum. For 12 months 5 per Cent. per Annum. LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of Banking and Exchange

business transacted. DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America. China and Japan.

JOHN WALTER,

Chief Many

Acting Chief Manager. Hongkong, 28th August, 1886 NOTICE

DULES OF THE HONGKONG SAVINGS BANK.

1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1. 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the some to the Hongkong and Shanghai Banking Corporation on fixed deposit for [24] 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 31 per cent. per annum will be allowed to Depositors on their HEINRICH HEYN have been admitted

5.—Each Depositor will be supplied gratis China from this date. with a Pass-Book, which must be presented with each payment or withdrawal. Dopositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July. 6.—Correspondence as to the business of the Bank if marked On Honokone Savinos Bank

Business is forwarded free by the various British Post Offices in Hougkong and China, 7 .- Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary. For the Hongkong and Shanghai Bank-ING CORPORATION, JOHN WALTER,

Acting Chief Manager. Hongkong, 8th May, 1885. ORIENTAL BANK

CORPORATION, LIMITED AUTHORISED CAPITAL£2,000,000. Registered Office, 40, THREADNICHE: STREET,

BRANCHES IN INDIA, CHINA, JAPAN' AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, generally on terms to be had on application.

and Transacts Banking and Agency Business Interest allowed on Deposits:-Fixed for 12 months, 5 per Cent. per Annum. Fixed for 6 months, 4 per Cent. per Annum.

Fixed for 3 months, 3 per Cent. per Annum. On Current Deposit Accounts 2 per Cent. per Annum on the daily balance. APPROVED CLAIMS on the ORIENTAL

BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased at 921 per Cent. on the original amount of Claims. Agency of the NATIONAL LIFE ASSURANCE | reproductions.

H. A. HERBERT, Manager, Hongkong Branch. Hongkong, 31st May, 1886.

TO BE LIA.

TO LET. With Immediate Occupation. THE COMMODIOUS PREMISES known

as the P. & O. OLD OFFICES lately in the occupation of the Hongkong and Shanghai BANKING CORPOBATION. For Further Particulars, apply to the Under-E. L. WOODIN.

Acting S perintendent. Hougkong, 23rd November, 1886. TO BE LET.

O. 2, RICHMOND TERBACE (at present in the occupation of H. M. BAILY, Esq.) with Possession from 1st February next. Apply to

JOHN WILLMOTT, Hongkong Dispensory. Hongkong, 31st December, 1896

, TO LET.

STEAMERS REPITTED WITH FIRST CLASS TOOMS IN "COLLEGE CHAMBERS." No. 16, HOLLYWOOD ROAD.

DAVID SASSOON, SONS & Co. Hongkong, 30th July, 1886. TO BE LET

Possession on the 1st January, 1887. THE PREMISES now occupied by Messes. L MELCHERS & Co. on the Praya and Pedder Street. The First and Second Floors THE PIANOFORTE AND MUSIC WAREHOUSE, will be let in Flats, Single Rooms, or in suits as

The GROUND_FLOOR which has hitherto been occupied by Mesers. BLACKHEAD & Co. as a STORE, will also be let complete, or subdivided to meet the requirements. All can be taken for a year or on Lease. For Further Particulars, apply to W. KERFOOT HUGHES.

Pedder's Street. Hongkong, 17th September, 1886. TO LET.

TOOMS in CLUB CHAMBERS. DOUGLAS LAPRAIK & Co. Hongkong, st February, 1882

TO BE LET: ETATCHED HOUSE, Bonham Road, GODOWNS, Praya East. LINSTEAD & DAVIS.

Hongkong, 9th December, 1886.

the 11th day of Jun., 1837, at 3 o'clock IN THE AFTERNOON. it the Promises. VALUABLE LEASEROLD

PROPERTY,

and The Remaining Portional Section A of alongside.

A part of the Premises being the Remain: TO.DAY, the 5th instant. prised in a Grown Lease dated 26th October, 1844 or consists of Extensions seawards the Government are prepared to grant a New Lease of the whole of Marine Lot. No. 57, comprising the Extensions seawards and a Plan has already been prepared and is in

the Land Office. The Property will be Sold in One Lot subject to all rights of way and to the payment of the proportion of Crown Rent payable in respect; For Further Particulars of the Property and

Conditions of Sale, C. EWENS. Apply to Solicitor for the Vendor: ${f J}_{i}$ M. ARMSTRONG,

Auctioneur. Dated 4th January, 1987. NOTICES OF FIRMS.

NOTICE. MR. FRIEDRICH ALEXANDER ALFRED BUESING BROECKEL. MANN, and Mr. JUSIUS FRIEDRICH

PARTNERS in our Firm in Hengkong and PUSTAU & Co. Hongkong & China, 1st January, 1887.

HAVE THIS DAY started as SHARE AND GENERAL BEOKER. A. H. JACKSON. Hongkong, 1st January, 1887.

THE Undersigned will enter into PARTNER AND GENERAL BROKERS under the Style or Firm "HUGHES & EZRA." E. JONES RUGHES,

N. N. J. EZRA. Hongkong, 81st December, 1384. NOTICE. R. EDUARD JEAN MAX PAQUIN IVA bas THIS DAY been admitted a PARTNER

sent in to the Undersigned before Noon, on the in our Firm in China and elsewhere. CARLOWITZ & Co. Hongkong, 1st January, 1887. NOTICE,

PR. R. H. KIMBALL will take CHARGE of my DENTAL PRACTICE in Hongkong until further notice. H. H. WINN.

16. Bank Buildings Hongkong, 20th December, 1886.

RIFFITH'S

PHOTOGRAPHIC VIEWS, of Hongko: g, and Ports, Are the Newest and Best published, have the greatest degree of permanency and are moderate

Special Excellence in Ivory Miniatures. En argements and

STUDIO, I, DUDDELL STREET. [1649] TOUNLUN, PHOTOGRAPHER begs to inform his Patrons and the Public that having received the latest appliances for Photography and enlarged his premises for the greater comfort of his customers, he hopes to receive a continuance of the liberal support

preciously given. INSTANTANEOUS VIEWS, GROUPS, SEC PORTRAITS having the greatest degree of permanency taken at very moderate prices. STUDIO, 56 Queen's Road, Corner of Poltinger Street.

FONG, PHOTOGRAPHER STUDIO, INE HOUSE LANE,

BEHIND NEW ORIENTAL BANK, Hone kong. Has a LARGER, CHOICER, and more COMPLETE COLLEC ION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his atudio or alesses. Kelly & Walsh's Store. IVORÝ MINIATURES · f Superior Excellence

and High Finish, painted ander careful Instantaneous Views, Groups and Por-TRAITS of different sizes taken daily. THE MICROBE

O F BLENNORRHAGIA IS RADICALLY DESTROYED BY THE USE OF CADET'S INJECTION PARIS, 7, BOULEVARD DENAIN, 7, PARIS. Read the printed Norice in which each bottle of CADET'S INJECTION is wrapped

MESSRS. MACTAVISH & LHEMANN'S IN SHANGHAI.

GENERAL DEPOT FOR CHINA,

PILEPSY, Hysteria, Convulsions and all Nervous Diseases are radically cured by the use of LAROYENNE'S unti-nervous Chemist of the Paris Academy of Medicine.

This Mode of TREATMENT was experienced y Dr. Fremy, at the central hospital (Hôtel-Dieu) in his medical department; by Dr FAUVEL: at Dr. Blancue's private hospital member of the Academy and by Dr. RAHBINO-WITCH, member of both the Academy of Paris, and the Institute of France. These eminent Doctors have ascertained or the constant and periodical decrease of the fits, which are soon after radically cured.

moniae and Oride of Thyle. Price of a Bottle for France, 20 fr. The Treatment is never to be continued after three or six weeks at the utmost and 4 Bottles are sufficient. General Depot: at LAROYENNE'S, Place Royale, CLERMONT-FERRAND (France) and at

all Chemists. HABERDASHERS, -MILLINERS TAILORS AND DRESSMALERS. No. 3, Lyndhurst Terrace,

SINGAPORE. 37HE Steumship ---

Captain Farqular, HAVING ARRIVED from above QUARE Ports, Consignees of Cargo are hereby requested Situate at Viotoria in the Colony of Hongkong, to send in their Bills of Lading for coun Registered in the Land Office us The Re- TERSIONATURE by the Undersigned, and to TAKE maining Portion of MARINE LOT No. 57 IMMEDIATE DELIVERY of their Goods from

Marine Lat No. 58, abutting on the North Consignees of Name I ken are particu-side thereof on the Praya and measuring larly requested to TARE DELIVERY from hand Street, and measuring thereon 162 feet | Consignees' risk and expense.

notice to the contrary be given before 4 P.M., in writing direct to the Refinery at East Point ing Portion of Section A of Marine Lot No.58 No Claims will be admitted after the Goods is held for the residue of a term of 999 years | have left the Godowns, and all Goods remaining granted by an Indenture of Crown Lease; after the 12th instant, will be subject to rent dated the 1st of December, 1869, and the All Claims must reach us before 4 P.M. of remainder of the Property is either com- 15th instant, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., A gents. Hongkoug, 5th January, 1887.

NOTICE TO CONSIGNEES. FROM LONDON, ANTWERP, HAM BURG, AND SINGAPORE. 147HE Steamship

"WESTMEATH," Captain Stonehouse, having arrived from the above Ports. Consignees of Cargo are hereby requested to send in their Bills of Lading to the mular signed for countersignature and [85] FROM ALONGBIDE. Cargo impeding the discharge of the steamer will be AT ONCE LANDED AND STORED AT CON-SIGNEES! RISK AND EXPENSE, and no Fire Insurance will be effected.

All claims against the steamer must be presented to the undersigned on or before the 10th instant, or they will not be recognized. RUSSELL & Co., Agents. Hongkong, 3rd January, 1887.

NAVIGAZIONE GENERALE ITALIANA FLORIO AND RUBATTINO UNITED COMPANIES. NOTICE TO CONSIGNEES. FROM (MARSEILLES, GENOA, LEG-HORN, NAPLES, PORT SAID, ADEN,

BOMBAY: PENANG, & SINGAPORE.

INHE Steamship "BORMIDA, SHIP on the 1st January, 1887, as SHARE having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, WITH THE EXCEPTION OF OPIUM. are being landed at their risk into the Godowns of Messrs. MEYER & Co., Wanchai, 173 whence delivery may be obtained. Consignees wishing to receive their Goods on the Wharf are at liberty to do so. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be

> lith Jan, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns efter the 11th Jan. will be subject to reut. CARLOWITZ & Co., Hongkong, 4th January, 1887.

THIHE Steamship "GLENOGLE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned whence and/or from the wharves or boats delivery may be obtained. Optional Cargo will be forwarded unless

FROM: LONDON, PENANG, AND

 ${f SINGAPORE}.$

notice to the contrary be given before 2 P.M. TO DAY, the 4th instant. Cargo remaining undelivered after the 11th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, 4th January, 1887. COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES. NONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and landed and stored at their risk and expense.

No Fire Insurance has been effected. Ex "ROMANUL" and "MELBOURNE." H (in dia.), 101/200 Antwerp, consigned to and also Unde take the Re-shipment, delivery 361/400 {

G. DE CHAMPEAUX, Hongkong, 3rd January, 1887.

OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, and fro FREE OF CHARGE. MADRAS, LAHORE, KURRACHEE, &c. Their Representatives in China-Mesers. JAEDINE MATHESON & Co.) Hongkong SIEMSSEN & Co. LANE, CRAWFORD SoCo.) Shanghai. 11.30, 12.30 P.M., 1.30, 2.30, 3.30, 4.30, 5.30

The well known Wine Shippers to China,

Call attention to some of the Wines and Spirits 6.30, 11.00, 12.00. consigned to their care by this well-known house:---CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints. "INVALIDS," & AMOROSO, SHERRY MANZANILLA SHERRY-very pale&dry. WHITE SEAL SHERRY—very popular in China in consequence of its softness and purity.

These Sherri's are also shipped in Jars

containing 4 gallons.

wine, approved by many Physicians.

substitute fo 4 Star.

cheaper.

"INVALIDS" PORT. a most agreeable

SCOTCH WHISKY—of several sorts, viz : In square bottles—Napier Johnstone's. shaped label." In round bottles—The celebrated Glenlivet IRI-H WHISKY-only the best. COGNAC-The popular * * * now necessarily dearer, because of low exchange.

* * Quality, of age equal to Henessys and

WANTED. This Preparation is combined with Sal Am-FAMILY RESIDENCE of 5 or 6 Rooms, DETACHED HOUSE, with Immediate Péssession or Later. Address. - Care of Daily Press Office. Hongkong, 6th January, 1887.

> COAL MARCHANTS. FRESH PROVISIONS SUPPLIED AT THE EHORTEST NOTICE, No. 25, PRAYA CENERAL.

SHIP'S COMPRADORES, STEVEDORE

A N ENGLISHMAN, age 18, thoroughly Competent BOOK-KERPER and ACCOUNT. ANT, desires a RE-ENGAGEMENT. Has knowledge of Shipping; speaks Spanish

Address. Office of this Paper. Hongkong, 24th December, 1886: $\mathbf{BOT}T\mathbf{LE}$ WHISKY NAPIER JOHNSTONE'S BLEND,

Superb Quality. CUTLER, PALMER & Co.'s SELECTION. Apply to LANE, GRAWFORD & Co., Hongkong

NOTICE. thereof, on Section—A of the said Marine Captain will not be responsible for any mixing the Convenience of Customers, Lot No. 57, and measuring thereon 241 feet, of different lots that may arise from otherwise the PRODUCTIONS of the "CHINA" on the East side thereof, on the Remaining discharging same.

Portion of Marine Lot No. 58, and measur— The Steamer is berthed at the Kowloon henceforward be obtained by RETAIL ing thereon 115 feet and 103 feet respectively. Pieus, and any Cargo impeding her discharge FOR CASH, at No. 3, Peel Street, at the same and on the West side thereof, on Suther- will there be landed into Godowns and stored at Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on appliand 8 inches be the said messurements little Optional Cargo will be forwarded on, unless cants forwarding their monthly requirements

JARDINE, MATHESON & Co., General Agents. Hongkong, 28th July, 1885. EATING'S COUGH LOZENGES

COUGHS, ASTHMA. BEONCHITIS. DIFFICULTY of Breathing are speedily cured by Keating' Cough Lozenges (seegnised and recommended by the Medical Familty). No other remedy is 1107 half so effective. One Lozenge alone gives relief. They contain no Op'am, Morphia, nor any violent drug, and may be taken by the most deliente. One or two at bedtime ensures rest when troubled by the throat. Sold by all Chemists

> CTANDARD LIFE POLICIES Of five years standing and upwards may be revived within thirteen months, on payment

of a small fine, without Medical Certificate. to and in the event of death occurring under take IMMEDIATE DELIVERY OF THEIR GOODS lapsed Policy within these thirteen months, the claim is binding on the Company. The surrender value is from 40 to 45 per cent. of class A premiums paid and if not claimed remains credit of parties interested for five years. Policies of less than five years standing can be revived on very liberal terms. -PREMIUMS Moderate. Conditions liberal.

Every facility afforded for despatch of business. Proposal Forms on application. THE BORNEO COMPANY, LIMITED. Agents, Hongkong. Hongkong, 19th April, 1886.

72, QUEEN'S ROAD CENTRAL. TAILOR AND GENERAL DRAPER, has just received a Fresh shipment of WINTER Goods including CHRISTY'S HATS, NAP AND PILOT CLOTH,

UNG. COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIP TION OF COAL

Address: - Care of Messrs. Kwong Sung & Co. No. 68, PRAYA. TY YOU WANT JAPANESE GOODS at THE SCOTTISH ORIENTAL STEAM. Reasonable Prices Go to CASSUMBHOY'S STORE, BEACONSPIELD ARCAUE, A Large Assortment of New Satsuma and

other Ware, Bronzes, Tea Services, Screens, &c. | Captain W. H. Watton, will be despatched for New and Second-hand FURNITURE at | the above Ports TO-MORROW, the 11th inst., Lowest Prices. ---NOTICE. HONGKONG AND WHAMPON DOCK

COMPANY, LIMITED. CHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if THE Company's Steamship sent to the HEAD OFFICE, No. 14, Praya Ceutral, will receive prompt attention. necessary, co munication with the Undersioned is requested, when immediate steps will be taken

to rectify the cause of dissatisfaction. Secretary. Hongkong, 26th August, 1885. HE Undersigned have been appointed Sole Hongkong and China by Messrs. J. & R. TEN-NENT, Glasgow, and Messrs. DAVID CORSAR &

Sons, Arbroath. ARNHOLD, KARBERG & Co. Hongkong, January, 1867. THE HONGKONS AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

WIHIS Company will receive STEAMERS and SAILING VESSEIB alongside their WHARVES at KOWLOON, Land, and Store GENERAL CARGOES in FIRST CLASS GRANITE take immediate delivery. This Cargo has been Godowns at 30 Cents per ton weight or measurement, including SEVEN Days Free Wharfage for Craft under 375 feet .. \$60.00

into Craft alongside the "harves, or at any of

the principal receiving places on this side at 3 at 8 Cents per package. FERRY. One of the Company's Steam Launches will UTLER, PALMER & Co. Run Daily (Sundays included) starting punctually from Pedder's Wharf and the Company's Wharf at Kowloon, and convey Passengers to FROM TRIESTE, ADEN. COLOMBO.

over 375 feet...\$75.00

LEAVES KOWLOON at 6.15 A.M., 7.15, 7.45, FIHE Steamship 8.15, 9.00, 10.00, 11.00, 12.00 1.00 P.M., 2.00. 300, 4.00, 500, 6.00, 7.00, and 11.30. LEAVES HONGHONG. 6.30 A.M., 7.00, 7.30, 8.00, 8.30, 9.30, 10.30

For Further Particulars, &c., W. KERFOOT HUGHES, Agent, Pedder a Street.

Hongkong, 6th May, 1886.

For Freight, apply to

and after the 10th inst.

Hongkeng, 10th January, 1887.

FOR SAN FRANCISCO. FIRE 3/3 A'1/1 American Ship "OREGON." In round bottles-C. P & Co's, "Heart J. H. Merriman, Master, will lead here for the above Port, and will have quick desputch. For Freight, apply to MELCHERS & Co.

ADVERPISEME (TS.

Hongkong, 8th January, 1887. FOR SAN FRANCISCO. * * Quality, the next best and not a bad FIHE 100 A I British Ship "BRYNHILDA," R. Mcekle, Master, will lead here for the above Port, and will have quick despatch...

BUSSELL & Co.

OCEAN STEAMSHIP COMPANY. MONSIGNEES per Company's Steamer ONSIGNEES per Company's Steamer are hereby notified that the Cargo is being dis- are hereby notified that the Cargo is being discharged into Craft, and/or landed at the charged into Craft, and/or landed at the Go-Godowns of the Undersigned; in both cases it downs of the Undersigned; in both cases it will will lie at Consignees' risk. The Cargo will be lie at Consignees' risk. The Cargo will be ready

Goods undelivered after the 17th instant. will be subject to Reat. BUTTERFIELD & SWIRE, Agents. Hongkong, 9th January, 1887.

[PRICE \$21 PER MONTH

ADVERTISEMENT'S.

HRONICLE AND DIRECTOR ALTERATIONS and ADDITIONS should be sent in $\mathbf{TO} \cdot \mathbf{DAY}$.

ADVERTISEMENTS cannot be received after WEDNESDAY. Daily Press Office. Hongkong, 10th January, 1887.

PUBLIC AUCTION. TIME Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY,

the 12th January, 1887, at 11 A.M., at Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point. FOR ACCOUNT OF WHOM IT MAY CONCERN Ex Steamship "BANTAM," 467 Baskets JAVA SUGAR.

66 Baskets JAVA SUGAR. All more or less damaged by Sea Water. TERMS OF SALE .- Cash before delivery. G. R. LAMMERT, Anotioneer. Hongkong, 10th January, 1887.

Ex Steamship "CELEBES,"

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY,

the 13th January, 1887, at 2 P.M., at the Residence of H. M. BAILY, Esq., No. 2, Richmond Terrace, THE WHOLE OF THE HOUSEHOLD FURNITURE, &c.,

Comprising:—
ENGLISH-MADE TAPESTRY COVERED DRAWING-ROOM SUITE. TEAK EXTENSION DINING TABLE. SIDEBOARD and WHATNOT, DINNER, DESSERT and BREAKFAST SETS GLASS and PLATED WARE. ENGLISH-MADEWALNUT DOUBLEBED STEAD, DOUBLE IRON BEDSTEAD, TRAK-WOOD WARDROBES, CHEST OF DRAW ERS. CHEYAL GLASS. DRESSING TA BLE with GLASS, ENGLISH MADE MARBLE

A COTTAGE PIANO, by Cors & KALL. mann &c. &c. &c. CATALOGUES will be issued and the whole be on View on and after Wednesday, the 12th instant. TERMS OF SALE .-- As Customary. J. M. ARMSTRONG,

TOP WASHSTAND and MAHOGANY

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAL Taking Cargo and Passangers at through rates for CHEFOO, HANKOW, and Ports on the

Hongkong, 10th January, 1887.

YANGTEZE). THE Company's Steamship "LEESANG." Captain Sawer, will be despatched as above TO-DAY, the 10th instant, at THREE P.M. For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers. Hongkong, 8th January, 1887. FOR SWATOW AND BANGKOK. SHIP COMPANY, LIMITED. THE Company's Steamer

23 at Eight A.M. For Freight or Passage, apply to YUEN FAT HONG. Hongkong, 10th January, 1887. OCEAN STEAMSHIP COMPANY.

"PHRA CHOM KLAO,"

FOR YOKOHAMA DIRECT. "MENELAUS." In the event of complaints being found Captain Nelson, will be despatched as above TO MORROW, the 11th instant: For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP COMPANY,

LIMITED. Agents for the Sale of their Goods in FOR SWATOW, AMOY, AND FOOCHOW THE Company's Steamship "HAIPHONG."

Hongkong, 10th January, 1887.

Captain S. Ashton, will be despatched for the above Ports on WEDNESDAY, the 12th inst., at DAYLIGHT. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 10th January, 1887. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"TELEMACHUS," Captain Jones, will be despatched as above on FRIDAY, the 14th instant For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th January, 18 77 12360 NOTICE TO CONSIGNEES

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. PENANG, AND SINGAPORE. "BERENICE," in connection with the S. S. Argo from Calcutta

and Madras, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Godowns," Wanchai, whence delivery may be Consignees wishing to receive their Goods on the Wharf are at liberty to do so. No Claims will be admitted after the Goods have left the Godowns, and all claims must be

sent in to the undersigned before Noon, on

THE 15TH INSTANT, OR THEY WILL NOT BE

RECOGNISED.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 15th instant, will be subject to rent. Bills of Lading will be Countersigned by O BACHRACH. Hongkong, 8th January, 1887.

TOCONSIGNEES OF OPTIONAL CARGO

EX O. S.S. CO.'S S.S. "JASON," FROM LIVERPOOL. SHIPPING Orders must be obtained from the Undersigned not later than the 15th inst. for shipment per steamer "DEUCALION." BUTTERFIELD & SWIRE, Agents. Hongkong, 8th January, 1887.

OCEAN STEAMSHIP COMPANY.

ready for delivery from Craft or Godown on for delivery from Craft or Godown on and after the 9th inst., 1887. Goods undelivered after the 16th inst., will

be subject to Rent. BUTTERFIELD & SWIRE, Agasts. Hongkong, 8th January, 1887,

[for further intelligence see Sed Page.]

Fire Buchary- and 200-Chinese from Singa-

INTLMATION.

WATSON ARE NOW SHOWING THEIR SEASON'S Supply of XMAS CONFECTIONERY

PANCY GOODS .-A SMALL ASSORTMENT OF THE LATEST XMAS CARDS.

NEW SWEETS. NEW CHOCOLATES CUT GLASS BOTTLES. GLOVE AND, HANDKERCHIEF BOXES BASKETS OF CONFECTIONERY, CRYSTALLIZED FRUITS. CRACKERS.

S. WATSON & Co., LIMITED, HONGKONG DISPENSARY. . Hongkong, 24th December, 1886.

NOTICE TO CORRESPONDENTS. Communications on Editorial matters should be addressed "The Editor," and those on business "The

Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good All letters for publication should be written on one

cide of the paper only. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour he supply is limited.

At 15, Miller Road, Shanghai, on the 3rd January, 1887, RICHARD KNOTT, Lower Yangtsze Pilet, agec

HONGKONG: JANUARY 10th, 1857.

A BRIEF but interesting discussion took Sanchome, Tsukiji, Tokyo, was opened on place in the Legislative Council on Friday on the subject of marine survey fces. A short Ordinance has been introduced which provides that in addition to the fees specified in the Merchant Shipping Ordinance of 1879, the Chinese Imperial Maritime Customs. fees shall also be payable for other services which the Marine Surveyor may be asked to render. Under the new Ordinance a person having a ship built may ask that it shall be. inspected by the Government Marine Surveyor during construction. The fee payable the next outward English mail, left Singapore for this inspection is \$15 for vessels under 50 tops and \$15 for each additional 50 tons. The Hon. P Ryrie objects to this fee as increase of \$30,419 on the revenue for 1885. being far too high. The Hon. H. G. THOM-

SETT, Harbour Master, considers it very ment, and transfer of shares. reasonable. Before considering the question of whether the fee is high or low an important point arises as to its character, whether it is compulsory or whether it is only a New Year, and by her several Chinese diggers fee payable for services asked for. Mr. may be expected. RYRIE says it is a beavy tax on shipbuilding, from which the inference is that the hon, gentleman looks upon it as one Far East at the disposal of the public in the which the shipowner will be compelled to City Hall Library on loan. The catalogue has pay. This, we imagine, is a mistake. In number of additions.

the schedule to the principal Ordinance, giving the fees payable under that measure, the Shanghai, arrived here on Saturday, by the figures are preceded by the words :- "The Messageries Maritimes steamer Yangtsé, en fee to be paid on application for inspection is --- ". These words must be read into Consulat Shanghai. it built under inspection by the Government Marine Surveyor, but if he thinks such inspection unnecessary he need not have it. If he elects to have the inspection it is of course only reasonable that he should pay for the Surveyor's services. Such payment cannot be looked upon as a tax in any sonse of the word. The principle is entirely whom she picked up drifted to see near the Anthe same as that of payment to Lloyds' Surveyors. If a shipowner elects to have a vessel built under Lloyds' survey he does so presumably because he thinks the cost of the survey will be more than covered by the increased value a vessel acquires from the se-

further says that the survey is made for public purposes as well as in the interest of owners. This again is a mistake. There are certain surveys which are compulsory in given contingencies and for which fees are charged; we refer to surveys on which certificates are granted. These may be properly. said to be made in the public interest. But therity that there is every probability of Chiit is not necessary that a vessel should be built under official inspection in order to secure a certificate; so long as she can pass middle of February, go by steamer to Nagoya, the standard after she is built the manner of her building is a matter with which the

Government does not and ought not to con-

curity afforded by such inspection against

inferior workmanship or material. Mr. Ryrie

tainment at the City Hall Theatre in aid of the corn itself. All the Government does is to say funds for the usual treat to the children of the to the shipowner, "If you like to have your non-commissioned officers and men of the Garrison. Among the items to be produced is the vessel inspected during construction the serburlesque Buttercup Bower, which was performvices of the Government Marine Surveyor are ed with so much success at the recent fête at available on payment of certain fees on a fixed the Public Gardens in aid of the Alice Memorial seen in China. Four Chinese were charged with Flags. scale." The Government here assumes the

which are fixed without any legislative interformed to work them, but has not received much and the fourth \$1, or ten days. The sentence of ship to the Police Station.

ference and approximate presumably to the ference and approximate, presumably, to the countenance from the Government, which does the Man Mo Temple deity on the Avanias who charges of the open market. Lloyds charges, not approve of its subjects embarking in enter- had the temerity to take a false oath to his face then, for ships building under the special country operation them security of life and not yet been made public, but doubtless there had an unusual experience with his house boy on apperintendence of the surveyors to entitle herty

The Japan Gasette says:-The man-of-war Department. Her description is given as :-Length 150 feet; breadth 25 feet; draught 16.2 feet; displacement 750 tons; the hull is to be salaries and charges for professional services of steel with a steel ram at the how, similar to that of an ordinary irondlad. She will have two boilers and three sets of engines capable of de-

ing to Lloyds' scale it would be £75, or say

\$450. The difference is not very great when

we take into consideration the fact that

are on a generally higher scale here than at

to this, whether the fee in question shall be

allowed to stand at \$15 or be reduced to say

312. It is one which ought not to give the

Council much difficulty in deciding, always

to incur the charge or not as they may think

best in their own interest. If it is intended

to make the fee compulsory it would partake

of the nature of a tax on shipbuilding, as Mr.

RYRIE put it, and it would be the duty of

the unofficial members to do their best to

Governmental interference with shipbuilding

would be as objectionable as similar inter-

The delivery of the French mail was begun at

vas to have been played la t Thursday afternoon.

The Portuguese Consul has left Shanghai

and the Daily News believes Portuguese in-

terests have been placed in the hands of the

The Korean Legation, No. 10, Odawara cho,

January 1st, when the Korean flag was hoisted

We have to acknowledge receipt of the Medi-

cal Reports at the Treaty ports of (hina for the

half-year ended 30th September last, issued by

The Daily News of the 6th inst. says: - Mons.

Thiébaut, Consul Suppléant at Shanghai, is

leaving by the Yangtse this morning for Paris,

The Acting Superintendent informs us that

he P. & O.S. N. Co.'s steamer Nepaul, with

for this port on Saturday morning, at 7 o'clock.

The stamp revenue last year was \$176,001, au

The principal items of increase are probate or

letters of administration, conveyance or assign-

The North Bornes steruld is informed that

the Government is making arrangements for a

steamer to call at Sandakan from Hongkong on

her way to Australian Ports after the Chinese

We learn that Mr. H. L. Dennys has again

placed his valuable collection of works on the

been written up to date, and contains a large

M. Kraetzer, late French Consul-General a

r utc for Marseilles. Madame Krastzer ac-

companies him as also M. Thiebaut, late Vice-

The French Government transport Bien Hoa,

Captain Aymes, from Toulon, arrived at Singa-

extra tax on sugar. . I he exporters resented this,

and refused to ship any more out of the island.

engineer of the Taku Dock. He had a fall from

his pony owing to the saddle giving way, on

Thursday week, and was found by Mr. Mulcolm

of the Yu-shun on the road insensible, in which

The Hiogo News is informed on reliable au-

arini's great show visiting Kobe. It believes it

hama with his circus and menageric about the

is the intention of Mr. Chiarini to leave Yoko-

where he will give a series of performances,

On Saturday evening there will be an enter-

and then visit Kyoto, Osaka, and Kobe.

state he remained till the following morning.

He is now much better.

pore on the 29th December, with naval and mili-

in the Gulf of Siam.

daman Islands.

and not for Hongkong as originally intended.

is new fixed for to-morrow afternoon, play to

ference in any other industry.

2.20 yesterday afternoon.

in Saturday's Gazette.

Emperor of Japan.

commence at 4.15 p.m.

Italian Consul pro tem.

in Japan for the first time.

The following returns of the average amount of Bank Notes in circulation and of specie in reserve in Hongkong, during the month ended 31st December, 1886, as certified by the Managers of the respective Banks, are published in

Chartered Mercantile Bank 737,345 India, London, and China. Chartered Bank of India, Australia, and China 1,152,381 Hongkong and Shanghai Banking Corporation .

have the Bill thrown out entirely. Compulsory Empire, has been decorated by His Majesty the porary insanity. The deceased was a very quiet man, 32 years of age, and came out to China in The football match Sassenachs v. Celts, which

On Friday afternoon a Chinaman became the fell among thieves. A constable did the part of Borneo, en route. The Government of that new the good Samaritan by getting the sufferer conveyed to the Government Civil Hospital, where Messrs. Gibb, Livingston & Co.'s steamers will he is now under treatment.

Shantung, which promised so well last spring. Borneo guano has been so satisfactory that the were kept back for some time by the difficulty of proprietors of the concession, Messrs. Dobson & transporting machinery from the sea-port, owing Delissa, have determined upon laying a line of to the absence of roads. This has now, we under- railway of about 10 miles in length, in order to stand, been overcome. But there are other ob- convey the grane to the nearest seaport. With structions to successful working, which are not reference to the Adelaide Jubilee Exhibition, got over. The Tao-t'ai Li himself has not been Mr. DeLissa was of opinion that North Borneo near the place for six months, and has, we hear, could not be represented, the Government havbeen transferred to some other post. The officing decided not to grant a subsidy, but he hopes cials who direct the operations follow the time- to return there in time to forward an exhibit honoured practices which have ruined so many lof his own. other enterprises, and the prospect of obtaining a supply of gold from Shantung seems remote It is to be hoped better success will attend the mining experiments which seem likely to be resumed in the North. The copper and other mines at Ping Chuan Chew and near Jehol, i may be remembered, were visited by experts two winters ago, but nothing came of it. A new prospecting party has, we understand, started recently for the same districts, and the impetus thus given to scientific mining may shortly pro-

tary reliefs for Cochin-China and Tonquin. The steamer from the Yokohama Police station was Bien Hoa called in specially to land seven natives present and did good service. We believe the hotel was insured. Mr. James, the proprietor, Some months ago (says the Daily News), Liu being so severely hart that he is not expected to an indemnity from the Chinese Government for

> arrived, an indemnity becomes payable. pecuniarily if she does not turn up, as they are not responsible for any accident that might happen before such delivery.

The administration of justice at the Police Tonquin; some suppose it to be the head of Liu Court on Saturday was attended with an incident Jung-fu, the former leader of the Black Flags, which is of a somewhat uncommon character in | but I believe Liu's head is not likely to 'go to this colony, though doubtless very frequently Peking unless leading a hundred thousand Black public gambling at No. 52, Caine-road. Inspector Bremner organised a raid on this house in conse-The "Ewo" shooting party returned to quence of information supplied, and he broke up with the recent attack on the Rev. R. O'D. Rossoccupied by Lloyds. That it is desirable the Shanghai on the 4th inst., having brought to a fantan party and secured the four defendants. Lowin, was again before the Police Court on services of the Government Marine Surveyor bag in a three weeks' trip 1.060 head. The that house, and had seen the first defendant the Police Station for the purpose of identifying sampled in the way proposed sants. 37 heres, 22 deer, 21 woodcock, 122 test, 11 poting as master of the concern, and the him, if possible. The prisoner was mixed up report wild fowl to be very rare, and pheasants tions. The first defendant protested that he was but Mr. Ross-Lewin, was unable to pick him out. is simply as to what those services are worth. not so numerous a. in previous years. The re- not the master of the house, and he challenged It is not surprising that this should be the case, pay the surveyor. Anything in the nature years lease of four blocks of 250 acres each of statement in the manner indicated in the awful was pointed at him when attacked. As Mr. to build a ship of 2,000 tons he can holders of that Company's stock. The reference his asseveration without a hair of his head two or three months ago, turned round afford to pay has nothing to do with the accessible places. He made an exploration up completely vindicated. His Worship considered shots from a revolver at a chair coolie who chased though in the second attempt Lloyd and question, which simply is, what is fair and of the nonincular and examined some magniferent and of the nonincular and examined some magniferent and find and examined some magniferent and find and examined some magniferent and find the first defendant proved. of the penjusula, and examined some magnificent and fined him the full penalty-\$200, and, in one time supposed, the man who was arrested on reasonable? To decide this we can- gold deposits which ought to be an immense for- default of the fine, committed him to gaol for six board the Glengyle for robbing the boxes of Chi not, do better than refer to Lloyds' charges, | tune to the shareholders in the mines there un- months' hard labour. The second and third de- nese pasengers, and who escaped from the cus-

men-of-war which were sunk in Sheipoo Roads owing to the death of Mr. A. R. Platt, M.D. Motris told him he must leave. After a few ton beyond 1,000 tons. Mr. Ryen says he during an attack of the French, though one of The funeral took place in the afternoon, and among friends who had taken breakfast with Mr. Mordoes not object to the charge of \$15 for the the men-of-war has been lifted in shore so much those present were General Kennedy, Messre. ris had left, he told the boy to bring his accounts that her bulworks on one side, and part of her W. S. Emens, and G. Shufeldt of the United for settlement and he came in about half an hour, for Wilson was the author of most bridge are out of water. The Heron returned States Consulate-General, Mesers. C. Jantzen, having evidently walted till they had the house the leather hunting that followed, and every additional 50 tons would make the to Shanghai on the 3rd inst. bringing among Consul for the Netherlands and Acting Consul to themselves. And it is evident from his conother things of Krupp gun, from the submerged for Belgium, F. G. de Bonilla, Consul for duot afterwards that the savage attack he made Seamon, Doctors M. T. Yates, A. Williamson, two small items-for mops-telling the boy he which has been lately commenced at the Ishi- Ward Hall, and Gulick, Captain J. P. Roberts, should have gone to an English store for them. the proposed Hongkong scale, \$600; accord- kaws-shims dock-yard is a new type of boat Rev. F. W. Ballen and several other rev. gen- as he had often been told to do. The boy used a designed by Mr. Bertin, of the Japanese Naval tlemen of the China Inland Mission, besides a filthy expression, which is rather common among eral Kennedy, Dr. Yates, Captain Roberts and | go for the mops himself. Mr. Morris, naturally Messrs, Seaman, Wainewright, Reid and Rice, angry at this, reached over for the ruler, when

The funeral service was conducted by the Rev. | the boy struck him in the eye, throw himself on S. C. Partridge, of St. John's College, and after | the top of Mr. Morris, pinning down one arm of the service was concluded, the Rev. Mr. Baller the latter so that it could not be used and enmade a v ry feeling address at the grave. The deavouring to indict serious injury with his coffin plate was of silver and bore the inscription knee, and, having his master by the threat, near-"Archer Russell Platt, M.D." Dr. Platt joined by strangled him before he could free himself the Chinese Customs in August, 1875, and was Mr. Morris, who knows how to use his fists at Chinkiang, Wuhu, and Chefoo. At the latter attempted to punish the boy, but found the 19; Shepherd engaged elsewhere. port he was United States Consul. - Daily News. | Chinese-who is a tall. powerful Cantonese

ably attract as much attention generally as any proceedings the latter received considerable inago Mr. A. C. Jones, Consul at Nagasaki, Japan, hands. After some minutes Mr. Morris sucwas recalled after six years' efficient service at ceeded in giving the boy the "Cornish buttock has not only kept his word, but assigned General | duced when required for trial. Jones to Chinkiang. China, a higher position than that of Nagasaki. This is the first time in Mr. Cleveland's administration that an officer | China Express of the 3rd December :appointed by a previous administration and removed, has, upon his merit alone, been not only restored but promoted in the service. Consul

Jones has received official notice of his appoint-

ment, and will leave for Chinking the latter

part of December. The South Australian Chronicle of 29th Novembor states: Mr. B. C. DeLissa was a passenger by the P. & O. mail steamer Shannon, which Japanese army on a more effective footing. arrived at Glenelg on Friday morning. It will be remembered that this gentleman was the proline, and it is believed by Mr. DeLissa that

Says the Chinese Times:-The gold mines in | told our reporter that the analysis of the North

The Japan Mail says: - " Vladivostock appears to have been suffering from a plague of Koreans nuch as some American cities suffer from an epidemic of Chinese. We learn from the Nichi Hamilton, at any rate for the present, ramours Nichi Shimbun that the poor inhabitants of the provinces to the north of Soul have recently been future have not been altogether closed. It is immigrating to the Russian city, where they seek | clear, however, if there be any truth at all in the amployment in all sorts of menial capacities. Several hundreds have engaged in this enterprise. they are described as ignorant, uncivilized, and uncleanly to the last degree. The quarters occupied by them in the suburbs of the city are so The Japan Hotel, No. 43. Settlement, Yoko- foul and fetid that none but themselves can ven- York, who has branch establishments in California | were brought before the court charged by P.S. hama, was completely destroyed by fire on the ture toapproach the neighbourhood. The sickness and Hongkong, and who has been a resident at Harkin with having unlawfully boarded the morn ug of the 31st December. The Jupan which prevailed in Vladivostock last summer is New York since 1863, has obtained naturalisa. Austro-Hungarian steamer Berenice without Mail says: - The flames were first observed about attributed to the evil odours emanating from these | tion papers in the United States District Court. | having obtained permission from the captain. half-past three, having started in the back part districts. Russian authorities are not likely to Interpreter Gong Hoa, one of the big guns of of the house, probably in an apartment adjoining | be over-tender in their dealings with such a nui- | Chinese New York, says that fifty of his counthe billiard-room, used as a dining-room. They sauce. They have determined, it is said, to hunt trymen in that city are American naturalised their fines.

The Canton correspondent of the N. C. Daily

News, writing on the 24th ult., says:-"I be lieve the French Minister has presented a sort French, I repeat, committed a great mistake in not exacting compensation for the outrages in Yannan, and they will do well to enforce com-Yunnan, and Kweichow. Verv. important and Chang to cause some one to be decapitated, and order restored on the frontier of Tonquin. in the neighbourhood of Hai-ninh, where the late outrages were perpetrated. Twentysix days was the time allowed for complete satisfaction being given to the French Minister and his Government. General Feng, the Commander-in Chief of the Hainan expedition, was thereupon ordered to cross the Straits from Hainan to the mainland, and to proceed immediately to the place where the outrages were committed and to decapitate so and so to commence with. Yesterday, so so's head was brought to Canton, and forwarded to the Vicercy with certain despatches and documents of anything but an agreeable nature, I am told. The head is supposed to be that of the wretch Yin Kungpao, the originator or perpetrator of the outrogos on the French Boundary Commissioners in

Wong Aboi, the man arrested in connection | the Indian Office, his name has been withdrawn.

It seems (says the Daily News) that all attempts The flags of the Consulates and men-of-war at coolie the day before, when the house-boy being peated shortly after. At 30. Bush ran himself that Germany disclaimed all idea of conquest, have now been given up of this in the Chinese Shanghai were at half-mast on the Sist uit. The flags of the Consulates and men-of-war at coolie the day before, when the house-boy being quantity after. At 30. Bush ran himself that Germany disclaimed all idea of conquest, but was determined to keep all the territory she can be a support of the consulates and men-of-war at coolie the day before, when the house-boy being quantity after. At 30. Bush ran himself that Germany disclaimed all idea of conquest, but was determined to keep all the territory she can be a support of the consulates and men-of-war at coolie the day before, when the house-boy being quantity after. At 30. Bush ran himself that Germany disclaimed all idea of conquest, and the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates are stated as a state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates are stated as a state of the consulates and men-of-war at least on the state of the consulates and men-of-war at least on the state of the consulates are stated as a Spain, Kinichi Kawakami, Consul for Japan, R. on Mr. Morris was not a sudden impulse. His son get past Davies and Robertson, and Wilson be expected. E. Walnewright, E. W. Rice, F. Reid, J. F. master, sitting at his office desk, objected to one or combining, things became pretty lively, 59 good many ladies. The pall bearers were Gen- the lower class of Chinese, and told his master to closed for 187; Bebertson, not out, 30.

> much heavier than his master—knew how to use The following appears in the New York Herald: his also. When closed with, the man endeavoured -Washington, 29rd Nov .- President Cleveland | to break Mr. Morris's back by pressing him has recently fulfilled a promise which will problegainst the table, and during this part of the executive act of his administration. One year juries about the body and was bitten on the that point. Officers of the navy and travellers fall" and throw him heavily, when the fellow was in the East, regardless of political sentiments, done with. Taking the Cantonese by the queue represented that the removal of Mr. Jones was Mr. Morris summoned a coolie to bring the an actual detriment to the consular service in police, but the man refused to do so. On the that country, and that no one had supported the house-boy being taken to the Police Office, the American flag with more honour, ability, and Officer who was there sa dhe did not see what he dignity than General Jones. Upon his return | could do in the matter, as there was only Mr. to Washington, President Cleveland said to his Morris's word against that of the servant. But friends that he had made an unexceptionable re- we are glad to hear that H.B. M. Consul-General cord, and that he intended to send him back at has been in communication with the Police, in the very first opportunity. President Cleveland | consequence of which the Cantonese will be pro-

> > The following items are from the London and The Albatross, which recently returned from the China Station, will be paid off at Chatham on

Prince Komatsu announced before leaving here that on visiting Germany to inspect its military system he hoped to receive personal advice from Prince Bismarck as to placing the

We deeply regret to learn that Sir Halliday moter of the De Lissa Sugar Company in the Macartney has suffered a severe domestic afflic-Northern Territory. He has since changed the tion in the loss of two near relatives—his father scene of his operations to North Borneo, where and sister—in the same week. Sir Halliday may he is now engaged in develoring some of the beassured of the sincere condelence of the many resources of that colony. Mr. DeLissa has just | friends he has made here, as well as in the East, been to England to errange for the establish under this, double bereavement. He is, we

The Pegasus, 6, sloop, Commander A. M. Farguhar, which recently returned from the China Station, was paid off at Devonport on the 2nd be employed to carry out the contract. He also linst. The crew, with the exception of the officers, will be granted an extra week's leave, in accordance with Admiralty instructions, for special services rendered in connection with the release of the crew of the Nisero.

> The following drafts are ordered to proceed to Portsmouth and embark for foreign service: -Major E. G. Bennett, 2 sergeants, 2 corporals 5 boys, and 142 privates, 1st Northamptonshire to join the 2nd battalion at Hongkong; and a detachment of non-commissioned officers and privates of the Medical Staff Corps, for duty in Ceylon and Hongkong, both drafts to embark in Wilson 70 Her Majesty's ship Him daya on the 4th inst.

Notwithstanding the fact stated in our last issue, that it has been decided to retain Port are current that negotiations regarding its report, that the matter is being discussed at present in a light very different from that of simple

Moy Pink Fun, a Chinese merchant of New

The prospectus has been issued of the British Gensan last month. There is, however, one resource for these wretched waits. If they consent company has been formed to acquire and develop | London on the 29th ultimo, with a full carge of statesmen would be a worthy memorial of Her to Mr. Sydney B. J. Skertchley, and " consisting | ety it was unanimously decided to build the new of 1,000 acres or thereabouts, to be selected by the concessionaire, in blocks of not less than 250 | \$1.600; the difference in the expense being only acres each." The capital is £100,000, in shares of £1 each, of which 10,000 shares are offered for aubscription.

A report by Consul-General Baber on the trade and commerce of Korea for the year 1885 shows that the total trade has increased considerably as compared with 1884, though the figures are still very small, the imports and exports together only amounting to about £382.000 The Consul-General attributes the increase. the greater consumption of Manchester goods. which articles, he says, are used by 6,000,000 out of the 8,000,000 inhabitants of Korea. The heavier classes alone are in demand, and sized goods find no sale.

A murder has been committed in Glasgow by victim being a boarding house keeper, named Dispensary having been finally secured. The Brunswick, and of Irish extraction. Jealousy at H.M.'s Consulate, so that no further trouble was the motive of the crime, Vilancher suspecting that Donnelly had been too intimate with his The murder was committed in the publicroom of the house. Just as the inmates were about to sit down to dinner Vilancher, who was perfectly sober, sprang upon Donnelly, without the slightest warning, and plunged a large shoathed knife, such as is usually carried by sailors, into his victim's right breast several

REUTER'S TELEGRAMS!

LONDON, 5th January. THE SECRETARY OF STATE FOR INDIA.

SUPPLIED TO THE "DAILY PRESS."

The Conservative party having discountenanced the appointment of Lord Northbrook to LONDON, 6th January. NEW MINISTER FOR WAR.

The Right Honourable Edward Stanhope has been appointed Secretary of State for War. MR. GLADSTONE'S HOME RULE SCHEME The Standard publishes a paragraph stating

that Mr. Gladstone is inclined to modify his

CRICKET.

HONGKONG CRICKET CLUB V. CLUB FOOCHOW TEAM. This match was commenced at 11.30 on

Saturday. Judging by the Coast record of the Club Foodbow Team, a good deal of interest was pointment to all to see the wretched show—hardly granted a sum of £1,000,000. cricket-made. Undoubtedly strong in bowling none of their team could find the right spot The fielding was bad all through, and had the chances offered been accepted, the score of the authorising an increase in the German army. Club team would have been considerably lower. With the exception of Scanlan, no one could stop Wilson or Coxon in the first innings, as far superior as would appear from the result and Smith. With the score at 11, Barff fell to cannot guarantes them scourity of life and pro- is a warm corner reserved for either the fllegod | the Statult. The Daily News says :-- Mr. Morris vacancy. In his second one he lifted Dayson had found fault with the negligence of his office out of the ground for 5, a performance presenting of the said ably known on the Green and see South

to retire for a hard hit 31. Carr later on being finely caught in the deep field by Scanlan. lunch the score stood at 110, After lunch, Dawruns being added before Wilson was run out. Darby enlivened matters by failing to stop the third chapter of a long hop, and the innings

Bramwell and Graham made a bad start for the" Wanderers," and the latter was clean bowled by Wilson's second ball. Scaulan could get no | urged that the bill for increasing the strength one to stop with him, he slone making any show | of the German army was imperative. against Wilson and Coxon, who were both well on the spot. Wicket after wicket fell to Coxon, and the innings closed for 41. Scanlau, not out

16. With a minority of 146, the "follow on' opened better, the first wicket falling at 24 Savage 11. Later on Lloyd kept the field pretty | fore the Queen's Beach. lively for a few overs, getting one of Coxon's well away towards the Cathedral for 5. The remaining wickets fell rapidly, and the innings closed for 92, the Home team winning by an innings and 64 runs. Wilson 7 wicket for 30; Coxon 2 for 45 the fielding being capital in both innings.

As usual, there were a large number of ladies present, and by kind permission of Colonel Anderson and officers, the Band of the Regiment played during the afternoon. The following is the full score:-

RONGKONG CRICKET CLUB. C. S. Barff, b Dawson Bush, run aut. R. Cari, c Scantan, b Savage F. H. C. Wilson, run out T. E. Daviss, b Dawson W. Bruce-Robertson, not out.
G. S. Coron, c Branwell, b McLoan. Darby, b McLean

BOWLING ANALYSIS. Ralls, Runs, Maidens, Wickets, Wide

A. Lloyd, b E. J. Combr. 0 o Robertson, b Wilson 25 Coxon O e Davies, b Wilson 7 h Wilson 7 h Wilson 1 b Wilson ...

BOWLING ANALYSIS. First Innings. Balls, Runs, Maidens, Wickets, Coros POLICE COURT. 8th January.

Bufore Mr. N. G. MITCHELL-INNES BREACH OF HARBOUR REGULATIONS. Twelve boatmen or boarding house runners

They were fined \$20 each, or in default two months' hard labour. Nine of the men paid

FOOCHOW.

The sailing vessel Johanna left Foodhow for At a general meeting of the F. A. M. & D. Soci-Theatre substantially of brick, at a cost of about \$250 more than mud walls would cost. Build ing will be commenced at once, and the Commit too are in hopes to give one performance before the hot weather sets in.

A most deliberate suicide was committed by a man from the country early on the 30th ult., at the large grave on the hill at the back of the Tai Hing compound. The poor wretch had driven a stake into the stones, and then hanged himself with some three feet of rope, a mode of suicide not usual with the Chinese. The horrid object hung there all day on the 31st ult. affording a ghastly and unpleasant spactacle to those who passed.

Our readers will be glad to learn that at length a most suitable site for the new Foochow Native Hospital has been purchased, the plot of ground near the Sailors' Rest, and at the back of the builder's contract has been signed and registered hear that the Committee of the Chamber of Commerce have now handed over to the Secretary of the Hospital the "Sir Harry S. Parket Memorial Fund," amounting to \$1,790, and that the Memorial Tablet will be placed in a promin ent position of the Women's Ward, which part of the building will be called Sir Harry. - Echo.

THE AUSTRALIAN MAIL.

The E. and A. S. S. Co.'s steamer Airlie arrived from Australian ports on Saturday. | prise that the colony has been able to produce The following items are from our exchanges:-RALE OF THE AUSTRALIAN STEAM NAVIGATION CO.'S FLEET

SYDNEY, 7th December. At a meeting of directors of the A.S.N. Company, it was decided to accept the offer of the Q.S.S. Company to purchase the company's fleet. SYDNEY, 8th December. The Queensland St am Shipping Company

have agreed to pay £200,000 cash for the A.S.N Co.'s fleet, and take all shares at a valuation. The total purchase money probably amounts to £220,000, or £230,000. The money will be raised by the company preliminarily in England, and it is proposed to reform the company with an inoreased capital under the title of the United Australian Steam Ship Company. The shares will be offered in the colonies if necessary. The A.S.N. Company will commence delivery as soon as the money can be sent from England, and probably arrangements for the new service will be completed early in February. The through service will require eight of the best boats of the combined fleet, and probably twelve of the lowest are 96 additional convicts ready to proceed to the class boats will be faid up or sold. THE FRENCH NAVY.

LONDON, 5th December. The French Chamber of Deputies refused to grant Admiral Aube, Minister for Marine in the French Cabinet, a vote of £8,000,000 for the pur-

PRANCE AND GERMANY. BEBLIN, 3rd December. Herr Bronsart von Schellendorf, Minister for War, presented a bill in the Reichstag to-day, perative necessity.

BERLIN, 5th December. von Moltke stated that an alliance with France ing in the saloon and eleven in steerage. At the and the consequent ensuring of the peace of Eu. time of the disaster and for some weeks prerope was impossible ap long as demands were put | viously, the Keilawarra was under the command a yorker from Dawson, E. J. Coxon filling the forward for the surrender of the confiscated pro. of Captain N. G. Buttrey, a navigator of consivinces of Alasos and Lorreine, which Germany derable experience who has been long and favour-

In the debate the various speakers pointedly referred to the French military preparations. Herr Bronsart von Schollendorf, Minister of War, declared that there was no well-founded prospect of peace, and that France was the likeliest source from which peril, or even war, might

Count Von Moltke said that the difficulty of long romaining fully armed might lead to a decisive event at an early date,

LONDON, 10th December. General Brouvart von Schellenderff has informed the Reichstag that the Secret Committee have ascertained that Russia and France combined are stronger than Germany and Austria combined from a military point of view, and THE IDEAL OUESTION.

LONDON, 4th December. A meeting summoned for to-morrow, at Ballymote, in the country of Sligo, for the purpose of advocating the non-payment of rent, has been Coxon claimed 7 wickets for 22, Wilson 2 for proclaimed by the Government to be illegal. The Dublin Municipal Council to-day adopted resolution condemning the Government for their action in suppressing Mr. John Dillon be-LONDON, 6th December.

The agitation commenced by the Irish National League against the payment of rent is rapidly increasing from day to day. Numerous meetings were held yesterday in various parts of the country. Several prominent Irish members of Parliament delivered addresses advocating the withholding of payments unless a proper abatament is granted.

Riots of a serious nature took place in Cork restorday evening. A violent attack was made on the police, who charged their assailants at the point of the bayonet. A large number of persons received injuries of a more or less serious nature during the encounter. LONDON, 9th December.

The Marquis of Salisbury, speaking on the no-rent movement in Iroland, characterised the league as an organisation to provide a system o

MR. JOHN MORLEY AT EDINBURGH LONDON, 3rd December. Mr. John Morley, late Chief Secretary for Freland, addressed a crowded public meeting at

Edinburgh last night. Referring to the question of Home Rule, he stated that he was in favour of the principle of local self-government in Scotland, though he regarded the establishment of autonomous Parliament for that country as an impossibility. THE COLONIAL INSTITUTE AND THE ASIATIO

SOCIETY. LONDON, 5th December. A scheme has been proposed to unite the Royal Colonial Institute and the Asiatic Society for the consolidation of colonial and Indian

libraries, and to provide the exhibition of colonial and Indian art. THE IMPERIAL INSTITUTE. LONDON, 6th December. In an article upon the site for the Imperial

Jubilee Institute, the Daily News this morning expresses the opinion that the South Kensington site means amusement, while the erection of the Institute on the Thames Embankment will mean commerce. It urges that the colonies should decide the anestion. SYDNEY, 7th December. the following is a copy of the joint telegram from the Agents-General with reference to the

proposed Imperial Institute :-- "The Prince of Wales and the committee, in connection with the Agents-General, and with the concurrence of His Royal Highness, have remodelled the bases of the Institute. The name is to be the Imperial Institute for the United Kingdom, the Colonies and India. Half of the entire space in no way inferior to the other hulf to be reserved for the Colonies and India. Each colony will have control over its own section, and the colonies will have a fair share in the general management. It is also contemplated to have, from time to time, an exhibition of specific industries and products, which would be constructed before the opening. We have settled that as the colonies are contributing a lump sum, no further grant for administration can be expected from them. Your approval being received, the scheme will be definitely adopted." THE PROPOSED COLONIAL CONFERENCE IN

LONDON. 7th December. The press predicts the best results from the proposed conference of the Agents-General and other influential British colonists. The Times declares that Great Britain must find officers and military material for the colonies, but the latter must fortify their harbours and bear the expense of building gunboats and providing crows. The Standard declares that the formation of a Congress of colonial

Majesty's Jubileo. PRESENTATION FROM NEW SOUTH WALES TO THE QUEEN. LONDON, 5th December. Her Majesty the Queen has requested Sir

Samuel to thank the New South Wales Government for the presentation of a nugget of gold as a memento of the Colonial and Indian Ex-THE NEW SOUTH WALES PATRIOTIC FUND.

SYDNEY, 2nd December. A meeting of the Patriotic Fund committee was held to-day, and a report showed the total subscriptions to be £37.208, and the balance for repayment to the subscribers £31,627. It was decided that the repayments commence on the 16th inst., and that 15 per cent. be deducted from the original subscriptions.

EXTENSIVE FIRE IN LONDON. LONDON, 3rd December. An extensive fire broke out early this morning in Knightrider-street, E.C. and in spite of the efforts to subdue the flames, an entire black of buildings was destroyed. The interior of a church was completely gutted. The loss is estimated at fully £100,000.

THE CANADIAN FISHERIES DISPUTE. OTTAWA, 4th December. The American schooner Highland Light, which was captured off Prince Edward's Island by a Canadian cruiser on the 2nd September, for fishing within the three-mile limit, has been confiscated by order of the Canadian Admiraity Court.

AN AUSTRALIAN TORPEDO. LONDON, 5th December. Simpson's terpedo, which was exhibited at the South Australian Court at the late Colonial and Indian Exhibition, has been presented to the Admiralty. The authorities have expressed sursuch a wearon:

EXPORT DUTIES ON JAVA SUGARS. . London, 7th December. The Datch Government propose to suspend the export duties on Java sugars. MURDER OF THE AGENT OF THE GERMAN AFRICAN SOCIETY.

ADEN. 7th December. Intelligence has been received here of a further outrage by the Somali tribes, who have murdered the agent of the German African Society, Doctor Juchlke, at Aresmazoo. PROPOSED ABOUTION OF WOOL DUTIES IN WARHINGTON, 7th December.

The report of Mr. Manning, secretary to the Treasury, presented to Congress, recommends the removal of the duties on raw wool, and the reduction of the duties on woollen goods. RECIDIVISTES FOR NEW CALEDONIA. LONDON, 8th December Two hundred and sixty French recidivistes

have been embarked for New Caledonia. There THE ANTARCTIC EXPEDITION. LONDON, 9th December.

Captain Allen Young is inclined to accept the offer for him to lead the proposed commercial expedition to the antarctic regions if he is guaranteed about £0000 and providing there is a prospect of the whaling proving successful. DISASTROUS COLLISION AT SEA.—GREAT LOSS OF

YAMBA, Queensland, 9th December. The steamers Helen Nicoll and Keilhwarra collided off the South Solitaries last night. The He stated that although there was no immediate | captain, cleven of the crew, and twenty-five pagdanger of war, still the lack of control manifest- sengers were lost off the Keilawarra, which sank ed by a large proportion of the French people in seven minutes. Six lives lost on the Helen prevented Germany from living in a peaceful Nicoll. The Australian is returning to Sydney and contented manner. Anincrease in the Ger- with the Helen Nicoll. The City of Grafton was on her voyage from Grafton. The former Speaking in the Reichstag yesterday, Count had thirty-one passengers on board, twenty be-

position in this matter which in England is The Government oughe not to fix the fees at an exorbitant rate, neither ought the shipowner to expect to obtain services for his private benefit at the public expense. ed for a moment, but the fees in question are not a tax, they are simply a charge to be made for certain services when those services are rendered. But to fix some arbitrary figure and say that if a man can afford said, is as absurd as it would be to eav self a house at the Peak he can afford to pay \$600 a year in taxes. What the man can

them to distinctive mark, are Is. per ton for the first 1,000 tens, and 6d. per ton for every first 50 tons, but he argues that \$15 for total amount payable on a large ship, say one of 2,000 tons, excessive. The amount would be, for a vessel of this tonnage, according to

home. The question therefore narrows itself | veloping a high rate of speed.

presuming it is at the option of shipowners | the Gazette:-

\$4,217,500

The steamer Wuchang, from Chefoo, which ar rived in Shanghai on the 31st ult., brought news of the shocking death of Mr. James Campbell, the third engineer of the steamer. The deceased h d been unwellfor some days and took no food. On the morning of the 28th ult. he was heard to go out on deck, but when the boy went to call him in the morning, he found him dead with blood cozing out of his ears. Dr. Henderson was sent The French Mail Steamers Ordinance and the for, and he saw there was a revolver in the hand German Mail Steamers Ordinance are proclaimed of the deceased, and a wound in his forehead No cause is assigned for his shooting himself, We (N. C. Daily News) are glad to notice that a verdict to the effect that the deceased Mr. J. Haas, Consul for the Austro-Hungarian had committed suicide while in a state of tem-

> most unfortunate victim of a mistake. A pack of gamblers, smarting from recent punishment at the Police Court, were out prowling for the man who "blew the gaff" on them, prepared with fighting irons and other gentle persuasives to bring him to a fitting sense of the folly of his conduct. Fortunately for the man sought for, but unfortunately for the innocent victim, he did not turn up, and the latter being mistaken for him was set upon and beaten and woonded made off and left him in as bad a plight as the ment of a line of steamers between Hongkong believe, at the present moment at his home in man who went from Jerusalem to Jericho and and Australia, calling at Sandakan Bay, North

duce some tangible results.

spread with such great rapidity that no at the Korenes out of the place with all possible ex- citizens, and that it will not be long before the tempt could be made to save any property, the pedition. Two hundred and fifty of the smutty | number is five hundred. whole building being by the time that the en- immigrants were placed in the Japanese steamer the new Ordinance. If a man is having The Scottish Oriental Steam Ship Com- gines arrived one mass of flames. Fortunately Takachiho Maru, which left Vladivostock for a ship built he may, if he chooses, have pany's steemer Taichiow, which arrived here there was little or no wind, and the fremen were Gensan last month. There is, however, one re- Borneo Gold Mining Company (Limited). This assistance to a junk bound from Hollow to the roofs of more than one of the neighbouring to be baptized into the true faith, they may reon Saturday from Bangkok, reports having given successfulin saving thead joining property, though Bangkok which was short of water and provisions houses have been considerably damaged. Much main in their new homes. There has been, we granted by the British North Borneo Company difficulty was experienced in obtaining a suffi- suspect, a wholesale religious ceremony in the cient supply of water, and as a result one of the suburbs of Vladivostock are this. One creed is steamers had to pump from the Fire Brigade pretty much the same as another to a man who well, while the hose of the other was led from | welcomes incrustations of dirt as a means of keepthe well in Musashiyokocho, near No. 73. The ling his body warm."

> is at present absent in Kobe. During the fire one or two persons sustained injuries, one man of ultimatum at Peking with a view of exacting The anxiety felt regarding the safety of the bers of the French Boundary Commission. The Ming-chuan Governor of Formosa, imposed an recovernew Japanese cruiser Unebi-kan continues and It now appears that the combination has fullen increases. The Japanese Government have dethrough, for the Wench w brought quite a large | spatched the steamers Nagato-maru and Meijisugar cargo to Shanghai on the 2nd inst. from maru from Yokohama in search of her, and on plete satisfaction for the destruction of mission Saturday morning the British men-of-war He- property in this province, as well as in Szechuen, roine and Wanderer left this port to look for the The Chinese Times of the 18th ult. says :-- We missing craft. The Unebi-kan left Singapore Policy the Balling telegrams were received last week from on the 4th December for Yokohama direct, and has not since been heard of or seen; so there can be no doubt that she is either ashore somewhere

or that she has foundered in mid ocean. The Tokyo Choya Shimbun, referring to the nonarrival of the vessel in Japan, says the contract between the Japanese Government and the French builders provides that the ship was to. be delivered in Japan on or before the 26th December, after which date, should she not have Mori and another Javanese naval officer are on board the missing cruiser. The Mai Nichi Shimbun states that the contract mentions that the Unebi was to be delivered at Yokohama and that the Japanese Government will not suffer

gambling master or the informer.

will not be disputed. The question, therefore, wild duck, 2 geose, 2 pigs, and 4 various. They second and third defendants in subordinate posi- with a number of other men in the usual way. clamation of waste lands is going on everywhere. the informer to brave the wrath of the appropriate for to a foreigner not much accustomed to Chinese joss at the Man Mo Temple by cutting off a there is a great similarity between their physiog-The North Borneo Herald learns that the for- cock's head and swearing upon it to that effect nomies and moreover the rev. gentleman scheme for Home Rule in Ireland with a view to mation of a Company in London for hydraulicing before that deity's shrine. For his own part he could only have seen his asseilants for but's conciliate all parties. in the Segama gold fields is looked upon as un was perfectly willing to take that fearful cath as few seconds, and under unfavourable circumfait accompli and that Mr. Skertehley may e to the truth of his present assertion. He asked stances for recognition. Mr Ross-Lewin was also would be just as reasonable that the public soon expected in Borneo to make an examination his Worship to allow him that test. His Wor- shown a number of revolvers from among which should pay the carpenter as that it should and report on the gold fields. It is probable ship allowed the ordeal, and the informer pro- he selected that which was found in the prithat the Company will acquire a twenty-one fessed complete readiness to substantiate his soner's possession as being like the one which of a tax on shipbuilding could not be tolerat. alluvial gold land, every care, however, being presence of the idel. Two unfortunate recesters Ross-Lewin is the only possible material witness taken to avoid clashing with Native or Chinese were procured which were to shed their innocent; for the prosecution in that case, there does not blood for the dispute of these two worthies, seem much chance of a conviction. Fortunately, and Mr. Bremner conducted them to the however, this is not the only charge against the In the course of a lecture given by the Rev. Man Mo Temple in the Hollywood-road. After man. There are two others, one of which is J. E. Tenison-Woods in Brisbane on the 30th the usual amount of "chiu-chin joss pidgin" fully of as grave a character, in both of which he centred on the game, and it was a great disappose of remodelling the navy. The Chamber October, he made an allusion to the Paujom the alleged gambling master went before the bas been identified. He is identified as the man Gold Mines, which will no doubt be gratifying to shrine, and decapitated his bird, and made who, when chased by a lokang in Sai Ying Pun afford to pay \$600, as Captain Thomserr will be found in the following extract:- "Binga- being singed. Then came the informer's after time with a revolver and fired at him, and pore, he said, was of immense value as a coaling turn, and he, with a demeanour equally indicative eventually escaped among the huts on Mr. station and central depôt for the Eastern trade, of conscious rectitude, slaughtered his rooster Sharp's ground near the Mortuary. He is also that if a gentleman can afford to build bim. but to the discredit of the British Government and repeated his statement on its gory head. identified as one of three men who were concernits defences were scarcely worthy of the name. Strange to say he came out of the ordeal with ed in robbing a woman of her sarrings near the Throughout the penineula stream tin is abundant, equal impunity, and the parties went back to the joss house above. Whitfeild Police Station some and gold is also well distributed, though not in Police Court, each with the truth of his assertion time ago, when one of the men fired two or three

A Shanghai resident, Mr. Samuel J. Morris,

The Journal de St. Petersbourg publishes an THE LIPEBOAT ACCIDENTS AT SOUTHPORT. article ridiculing the candidacy of Prince Fer-LONDON, 11th December. LONDON AND HAMBURG dinand of Saxe-Coburg for the Bulgarian throne. A lifeboat stationed at Southport, Lancashire LONDON, 19th December. put off to the rescue of a crow of a vessel wreck-The candidacy of Prince Ferdinand of Saxe ad on the sands near there. A heavy sea struck Coburg for the Bulgarian throne has been dropthe boat, causing her to capsize, and thirteen of ped. Russia insisting on Prince Nicholas the crew were drowned. -Another disaster involving loss of life is re-Mingrelia. GENOA, & PORTS of CALL.. 22nd December. ported from Southport to-day. The second life-boat attempted to reach the wrecked vessel The Bulgarian deputation has left flerlin which was on the sands, and this boat was also route for Paris. ENGLAND AND TURKEY. capsized and fourteen men perished. LOEDON, 19th December. DEATH OF AN ITALIAN STATESMAN. The Morning Post in a leading article, which ROME. 11th December. bears all the appearance of having been inspired The death is announced of M. Marco Mingwarns Turkey against a continuance of her Rushetti, the well-known Italian statesman. NEW YORK sophile and anti-English Policy. England, says THE ENGLISH CRICKETERS IN AUSTRALIA. the Morning Post, cannot permit the Sultan in SYDNEY, 26th November. view of the serious political situation in the East The English Eleven commenced a match PORTLAND (OREGON). to continue his present double policy. England day against eighteen of Goulburn and district has given Turkey abundant proof of sincere 28th November. CALCUTTA VIA STRAITS friendship, notably in the manner in which Eng-Shaw's Eleven concluded their match against land has acted in Egypt. The article concludes 18 of Goulburn on Saturday, the Englishman by stating that the hositation of Turkey at the winning by an innings and 50 runs. present moment will compel England to counter-29th November. act Russia's threats by resolutions and measure The match between the English cricketers which will speadily convince the Porte of the and the Cootamundra team commenced yesterdanger of its policy. day, and was concluded to day. The English-THE WIDENING OF THE SUEZ CANAL men in their first innings made 154 the local LONDON, 19th December. team only scoring 67. They followed on, and An agreement has been arrived at between in their second innings scored 113, but the the Government of Egypt and a company for Englishmen won by 10 wickets and 3 runs. the widening of the Suez Caual. The width 3rd December. of the canal from Port Said to the Bitter Lakes The English Eleven commenced a match today against eighteen of Sydney juniors. The is to be forty-four metres, thence to Suez sixty- ON CALCUTTA.— Sydney team batted first, and made a very poor metres. THE FRANCO-ENGLISH SOMALI DISPUTE. display. The innings closed for 76, and the LONDON, 19th December. Englishmen have four wickets down for 130. SHANGHAL.--Owing to French representations. Major Hun-The English scores are Lohman 17. Scotton 1. ter, the Assistant Resident at Aden, has been Flowers 0. Bates 82. Shrewsbury, not out, 30. Private, 30 days' sight723 asked to explain the removal of the French flag 5th December. The cricket match-Shaw's Eleven against from Dongareta, a small native town on the Eighteen Sydney juniors-was resumed on Sa- Somali Coast, over which both England and turday. The Englishmen concluded their in France claim the protectorate. Pending an ongkong and Shanghai Bank Shares-159 nings for 312. The fielding of the Juniors was understanding it had been agreed between both per cent. premium, buyers. miserably weak. The following are the English | countries that there should be a maintenance of Union Insurance Society of Canton, Limitedscores :-Shrowsbury, 82; Sherwin, 10; Barnes, the state quo. \$85 per share. LONDON, 21st December. 21; Ginn, 27; Rad, 2; Briggs, 43; Barlow, hina Pinders' Insurance Company's Shares-The Temps suggests that the Dongareta ennot out, 20; sundries, 4: The Juniors commonunity should be dropped, and states as the cause ced their second innings, and one wicket was Yorth China Insurance—Tls. 285 per share of the matter in dispute that the hoisting of the Yangtsze Insurance Association—Tls. 114 per down for 36. tricolor, in the first instance was the set of the 6th December. natives who were ignorant of the Franco-Eng-At the cricket match to-day the Junior's con-Chinese Insurance Company, Limited-\$180 per lish negotiations regarding the protectorate. cluded their innings for a hundred and six runs. LONDON, 23rd December. The Englishmen winning by an innings and 130 On Tai Insurance Company, Limited—Tls. 148 The writer of a letter to the Temps from Aden charges English Agents with the massacre of Canton Insurance Office, Limited-\$75 per Brisbane, 6th December. the crew of the Pengouin, alleging as the cause Shaw's English Eleven have intimated that share, ex div., sellers. the eof a suspicion of French designs for anthey have finally decided not to come to Brisbane, Hongkong Fire Insurance Company's Shareshaving filled up their programme in the country | nexation. \$427£ per sbare. THE NATALIANS AND THEIR GOVERNOR. districts of New South Wales. They further China Fire Insurance Company's Shares-\$91 LONDON, 19th December. state that their last visit to Queensland was a per share, sellers. The resolution expressive of want of confidence comparative failure and they would not care to Hongkong and Whampon Dook Company's in Sir Arthur Havelock, the Governor, has been risk it again. Shares-123 per cent. prem., sellers. adopted in the Natal Legislature by a large SYDNEY, 13th December. Hongkong, Canton, and Macso Steamboat Co.'s A match between Shaw's English team and a majority of votes. Shares—\$83 per cent. prem., sellers. BURMAH HONOURS. New South Wales team was commenced on Fri-Indo-China Steam Navigation Co.'s Shares-LONDON. 4th December. day and continued on Saturday. The New 5 per cent. discount, sellers. Colonel Sladen has been knighted for his ser-South Wales team scored 117 in their first in-China and Manila Steamship Company, Limited. vices in Burmah. nings. The Englishmen remained at the wickets -30 per cent. discount, nominal. nearly all day on Saturday and the last wicket Douglas Steamship Company, Limited-\$46 felt when 220 had been scored. Shrewsbury SHIPPING INTELLIGENCE. per chare. made 64; Barlow, 4; Barnes, 2; Read, 35; Hongkong Gas Company's Shares-\$125 per Scotton, 1; Gunn, 34; Briggs, 0; Bates, 12; (Continued from 1st page.) Hongkong Hotel Company's Shares-\$195 per Flowers, 0; Sherwin, 20; Lohman, not out. 40, PASSENGERS. and sundries 8. Turner bowled splendidly for the New South Wales team taking 7th wickets ARRIVED. China Sugar Refining Company, Limited—\$125 Per Berenies, str., from Trieste, &c.-600 BEACH'S RECEPTION IN AUSTRALIA. Chinese, from Singapore. ADELAIDE, 25th November. Per Kutsang, str., from Shanghai -23 Chi per share. Beach landed at Port Adelaide to-day, and Hongkong Ice Company's Shares—\$40 per was accorded a most enthusiastic reception. The Per China, str., from Swatow.—1 European, champion then proceeded to Adelaide where he was formally received by the mayor, council, and -\$120 per share. Per Kwanglee, str., from Shanghai.—Mr. a number of prominent citizens. Subsequently Perak Tin Mining and Smelting Company Moses, and 95 Chinese Beach appeared at the town hall before an im--\$10 per share. Per Celebes, str., from Amoy.—Mr. Metts. mense crowd, and was met with a perfect evation. Punjom and Sanghie Dua Samantan Mining and 330 Chinese. MELBOURNE, 28th November. Company, Limited-\$14 per share, sales. Per Menciaus, str., from Liverpool, &c.-Mr. Beach arrived here yesterday morning, and Perak Sugar Cultivation Company-Til. 18 per J. H. Bailey, and 4 Chinese from Singapore. was formally welcomed at the Town Hall by the Per Stentor, str., from Shanghai.—Mr. and Mayor, and accorded a most hearty reception by Hongkong Rope Manufacturing Company, Li-Mrs. Cave Thomas, Messrs. Gitten and Wooda great crowd of citizens. Beach and other mited--852 per share. lev. and 595 Chinese. scullers took part in an aquatic demonstration on Hongkong and Macao Glass Manufacturing Co., Per Yangtae, str., from Shanghai.—For Hongthe Albert Park Lake in the afternoon, which Limited.—60 per cent. discount. kong.—The Misses Stewart (2), Mrs. Ross, Mrs. was witnessed by a vast crowd. In the evening A. S. Watson & Co., Limited-32 per cent. G. da Costa, Miss Bieber, Messrs, Bell-Irving, Beach appeared on the boards of the Theatre L. Pila, and May, and 2 Chinese. For Singapremium. Royal, and was presented with a handsome pore. Mr. Price. For Marseilles. Mrs. Nicholl bracelet for his wife, and £25 for himself. Beach per share. and infant, Mr. and Mrs. Kraetzer, Messrs. does not wish to row again, except he is com-Chinese Imperial Loan of 1884 A-2 per cent. Four P.M. Wolfenden, Thiebant, J. H. Taylor, J. Darwen, pelled to defend the championship. He re-Stewart, J. William, and Ting Fook. premium. gards Matterson as the future champion, and Chinese Imperial Loan of 1884 B-6 per cent. Per Anadyr, str., for Hongkong. From Marspeaks confidently of his own ability to hold seilles.—Mrs. Baumann, Mr. and Mrs. W. Judd, premium. Haulan safe for several years to come. As a Messirs. J. Forster and Henningsen, Revs. Rues, rejoinder to Hanlan's protonsion to the cham- Zimmermann, Kase, and Frayssinet. From Sin-Troughly to send a seplect of Fresh | Gapore, Messrs. Juliers and Van Delden and Chinese Imperial Government 1885 Dollar Loan ing Chamber ensures the supply of Fresh Company's and connecting Steamers. Deable to send a cable to England, offering Han--3 per cent premium. son, 1 Malay and 5 Chinese. From Saigon lan £250, and £500 forfeit, for a match for Mr. Cize. and 24 Chinese. For Shanghai £1,000 with Beach, on the Parramatta River. -From Marseilles.-Revs. Lemerre, Lafaur HONGKONG TEMPERATURE. Beach says he is anxious to row Hanlan and cade, and Kault, Mr. Aubert, and 1 Chinese beat him for the championship, or be defeated. (FROM MASSES, FALCORDS & Co.'s REGISTER.) From Colombo.—Mr. Rosenweig. For Hyogo. SYDNEY, 3rd December. -From Marseilles.-Revs. Cotin and Chuguet. Beach arrived at 2 o'clock this afternoon, and For Yokohama.—From darseilles.—Revs. Pa-was met by the Reception Committee off Bradpinot and Steichers, and Mr. Turllet. From Barometer - | F.E. ley's Head. He was conveyed in a steam tug to Suez.—Messrs. Torio, Ota, and Takonantohi. -the Circular Quay, and from thence was taken Thermometer-1 p.w.....63 From Singapore.—Mr. S. Joseph. in a drag, at the head of a long procession of Thermometer-4P.M. vehicles, to the Colonial Secretary's office. where he was introduced to Lord and Lady Car-REPORTS rington. The procession then proceeded to the Thermometer-ip.w. (Wet bulb) -The British steamer Ningpo, from Shanghai Town Hall, where a public reception took place. 5th January, reports experienced fresh monsoon Beach was received with a most enthusiastic wel-come. An immense crowd congregated on the throughout the passage till arrival. Circular Quay and line the whole route of the The British steamer Yangisze, from Wuhu HONGKONG TIDE-TABLE. procession, the chammion sculler being cheered lus-4th January, reports had strong monsoon and tily all the way. The shipping in the harbour high sea throughout the passage; first part hazy-1 th to 16th Jaku 117,1887..... was gaily decorated with bunting, and there was weather, latter part fine weather. HIGH WATER. quite a profusion of flags throughout the city Floral decorations were also largely used The Austro-Hungarian steamer Berenics throughout the town, and "welcome" mottoes | Singapore let January, reports had fine w were to be seen on all hands. up to 15 lat. and 114 long., thence to port BEACH AND HANLAN. high sea and very strong north-east mo MELEOURNE, 13th December. with rain now and then.

Henk en demand

CN BOMBAY.-

Credits, 60 days' sight821

THE ITALIAN ARMY.

General Ricotti, the Minister of War, has

THE VACANT BULGARIAN THRONE

stated in the Italian Chamber of Deputies that

Italy is in a position to mobilize 400,000 men.

LONDON, 19th December.

LONDON, 17th December.

Wales coasts from his connection with the A.S.N.

STANLEY FALLS CAPTURED.

Intelligence has been received to the effect

There has occurred a serious block upon the

Swiss, the Northern and Central German rail,

ways, in consequence of a detention of the mails

for two days.

that a body of Arabs have captured Stanley

Falls, in the Congo Free State.

LONDON, 10th December.

Company, which extended over thirteen years.

	quite a profusion of flags throughout the city.	weather, latter part nne weather.		HIGH WATER	•	Low \	Water.	
•	throughout the town, and "welcome" mottoes	The Austro-Hungarian steamer Berenics, from Singapore 1st January, reports had fine weather up to 15 lat. and 114 long., thence to port very	Week. Week. Day of	flongkong Mean Time.	Peight,	Hongkong Mesu Time	Heigl	ht.
	BEACH AND HANLAN. MELSOURNE, 13th December.	high sea and very strong north-east monsoon with rain now and then.	u. 10	h m m 10 · 26	ft. in	n in in	it. —1	in. 7
•	The sporting editor of the Australasian has received a cablegram from the editor of the	The British steamer Haiphong, from Foochow 5th January, Amoy 6th, and Swatow 8th, re-	Tu. 11	9 6 a m 11 5 9 48 a	1 1 9 6 0	2 3d a m 4 22 3 24	-1	3 9 2
	has deposited £100 for a match with Beach for	ports from Foochow to Amoy had light N.E. winds and fine weather. From Amoy to Swatow	W. 19	m 11 43 10 Sl s 0 20 a	2 10 5 B 8 0	m 6 1 12 a m 5 40		8 2 5
	ceive £100 expenses; the matth to take place	strong winds and considerable sea. From Swatow to port fresh N.E. winds and fine weather.	F. 14	11 14 t 1 0 a 11 55 a	5 9 8 1 6 6	In 6 20	1	0
		In Amoy str. Celebes. In Swatow strs. Fook-	Sat. 15	1 44 8		m 7 0	1 -0	3
	THE FRENCH MAIL.	sang, Hailoong, and Stenior.	8. 18	m 0 48	8 4	m 7 41 8 18 a	1	1
	The M. M. steamer Anadyr, with the London	The British steamer Taichiom, from Bangkok 1st January, reports experienced light airs and	CHI	NA COAS	30 U R!	TEUROLO	า กลักสม	T .
	mail of the 3rd December, arrived here yesterday at noon. The subjoined telegrams are taken from	calms in Gulf of Siam, where assistance was rendered to a junk bound from Hoihow to Bang-	CHI		regist		, 110x	~
`~	Ceylon and Indian papers:	kok she being short of water and provisions. Rounded Pulo Obi at 9 p.m., 2nd instant, with		7th J	anuary, 19	7, at 3 P.M.		_
	THE BESIGNATION OF THE CHANCELLOR OF THE EXCHEQUER.	fresh E.N.E. winds. Passed Pulo Condore at	47170	Table		N Ind.	Hact.	10 UTL
	T 00 1 Th	noon, 3rd, and from thence to port had strong N.E. monsoon and considerable sea with clear	atario	Sol E	rure, ture, Hunddity	Uirec- tion, forte,	Seather. Bein bat	4 5 7
	Randolph Churchill) has resigned his portfolio.	<u> </u>	Manile . Heiphon	29,01 80,02	63 65		b	=
	declining to embody in his Budget the Admiralty and Army Estimates which he regards as ex-	The British steamer Airlie, from Sydney 5th December, Newcastle 8th, Morten Bay 11th,	Honekon Amoy Foochew	2 30,16 30,21	61 66	3 4 20 5	C C	=
	cessive and uncalled for by the present condi- tion of foreign affairs. As a further reason for	land 21st and Part Darwin 28th reports had	i Shanzhai	30.33	40 74	7 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	b 0.	.02
	his retirement from office, he states his discontent with the legislative programme of the Cabinet.	experienced moderate to fresh south-east and	wostock.	30,30 30,07		X 4	Ь	_
	The Times considers the step to be ill-timed and imprudent. In a leading article upon the	sitating anchoring and heaving to several times, and heavy rain equalls to Port Darwin, light	<u> </u>	16至5月 16至5月		7 at 10 'sa.	1.5	_
	subject it advises a Coalition Ministry with Lord Hartington as leader of the House of Commons.	variable winds to Cabra Island; from thence to	STATIC	N. 62 4	rapera- fure. unidity		Westher Bain 4s	hour
	THE PROSECUTION OF HOME BULERS.	port had fresh N. to N.E. monsoons with moderate sea and fine weather.	Belinao .		je =	Forre		<u></u>
	LONDON, 19th December. The proceedings against Messra. Dillon,		Haiphon Hongkon	ig 80.11	85 - 64		od "	
•	O'Brien, Harris and Sheehy at Longhren have been abandoned and instead the defendants have		Amoy Foochaw Changani		56 74 30 73	HE 1	37	
	been summoned to appear before the Court of Queen's Bench in Dublin, on Thursday, to an-	I very series of the series of	Negamak Wiadi-	i 50,39	7 50	MAN S	-	
	swer to a charge of conspiracy. THE IRISH NATIONAL LEAGUE.	Quotations are:—	wostock.	Barometer has	risen and p	radionta are si	esp for K	.B.
	LONDON, 19th December.	This year's New Malwa \$500 per picul, allow of	the es	The temperate the control of the con	ture in low,	the bumidity o	oderste, a	ınd
`	Mr. Parnell has notified that he will reserve his opinion of the National League Plan of	Last year's New Malwa\$520 per picul, alloe. of [2 to 2] catties.	1		апшагу, 188	7, at 4 F.M.		
•	Campaign, whereof he has been hitherto in ignorance; until he has conferred with the pro-	Old Malwa\$540 per picul, alice of 45 catties.	RYATE	on. Santa	empera fure. mm/dis	881 2	ather in la	and
	moters of the scheme, for which purpose he in- tends to go to Iroland. Various meetings of	Patna (New)\$515 per chest.	Manila	基度 資料	81 19			124
:	tenants were held in Ireland yesterday. The Nationalist members preached perseverance in	Danares (New) 400 p	Heiphon Hongkoo	ug 30,08	65 58 73		d	<u>-</u>
	the planthey had inaugurated.	ON LONDON.—	Foodhor Shangla	▼\ —	5# 67 40 63	1 - 1 -	-	=
	The collection of rent in Ireland under the	Telegraphic Transfer	Negrassk Windi-	1, 30.27	3 -	#F 3	- n	D.23 —
. ,	National League plan of campaign stillteen- tinues, though now it is conducted in secret.	Bank Bills, at 30 days' sight3/41	westock.	.,	anuary, 188	7, at 10 A.M.		:
	THE COLIN CAMPBELL DIVORCE CASE. LONDON. 19th December.	Bank Bills, at 4 months' sight3/44a3/44 Credits, at 4 months' sight3/44		15 to	1 5	Wind,	1 1 1	15
	After an eighteen days' trial the Colin Camp- bell divorce case has been concluded, the verdict	CORMA unbeinen pranent neut bereit bate ber ber ber ber ber ber ber ber ber be	STATIO	ON. Establish	Tound ture,	15 to	West	Paris in 187
	of the Court is that the charges have been mut- ually not proved and both petitions have been dis-	ON PARIS.—	Bolinso		70 -	Main 3 — 0	1 6 1	<u> </u>
	ಗುತ್ತಾರೆ.	Credits, at 4 wonths' sight4.30 On New York.—	Hodgkor Antoy	90.28	8 74 -	яня <u>Б</u>	<u> </u>	
	GREAT SNOWFALL ON THE CONTINENT. LONDON, 23rd Decembe.	Bank Bills, on demand	Ponchor Shanghi Nagarak	80.41	41 17	B 3	<u> </u>	**
	F#31	The second of the second second of the secon				. 1	. т	

Happiong Observatory, 9th January, 1887.

W. DOBEROK.

LOW WATER.

VESSELS ALVERTISED AS LOADING. POR PREIGHT APPLY TO TO BE DESPATCHED VESSEL'S NAME CAPTAIN. DESTINATION On 18th inst., at 4 P.M. P. & O. B. N. Co...... E. G. Stead ... LONDON, &c., VIA SUEZ CANAL Kajsar i Hind (str.) On 14th lust. Hongkong LONDON VIA SURZ CANAL Telemachus (str.).. Jones Carlowitz & Co..... Quick desputch. Hongkong Sauermilch Columbus Pustau & Co..... Quick despatch. Hongkong V. Rocio Erminia C LONDON AND HAMBURG ... Quick despatch. Johannes Fooke Melchers & Co..... Hongkong HAMBURG..... On 15th inst., at Noon. Hongkong O. Bachrach C. Bechtinger ... Berenics (str.) To-morrow, at Noon, Messageries Maritimes ... Lormier Adarthar MARSEILLES VIA SAIGON, &c. Yangtse (str.) . Melchers & Co..... On 24th inst., at Noon. BREMEN, & PORTS of CALL Neckar (atr.).... H. Baur On 18th inst. Carlowitz & Co..... Pizzarello Bormida (str.) Quick despatch. Arnhold Karberg & Co.... Hodekonz Meyer HAVRE AND LONDON Theodor Rugor To-morrow, at 3 P.M. O. & O. S. S. Co. Hongkong Oceanio (str.) SAN FRANCISCO VIA Y'HAMA.. On 22nd inst., at 3 P.M. P. M. S. S. Co..... lity of Rio (str.) . SAN FRANCISCO VIA Y'HAMA... Quick despatch: Melebers & Co. Honzkonz Th. Ryan John Trahey SAN FRANCISCO Russell & Co..... Quick despatch. R. Meelde Hongkong SAN FRANCISCO Brynhilda Quick despatch. J. H. Marriman Melchers & Co..... Hongkong SAN FRANCISCO Quick despatch. Siemssen & Co..... Hongkong Baxter..... Balph M. Hayward NEW YORK Quick despatch. . C. H. Havener | Hongkong Pustau & Co. Haydn Brown On or about 13th inst. Russell & Co..... Mark Lane (str.) . Portor.... Hongkong NEW YORK YEA SUEZ CANAL .. A. O'Brien Melohers & Co..... Quick despatch-Hongkong Aldan Basse VICTORIA, (V.I.)..... Quick despatch. Melchers & Co. Hong kong C. M. Noyos To-day, at 4 P.M. Butterfield & Swire Hongkong J. D. C. Arthur Chingtu (str.) PORT DARWIN, SYDNEY, &c On 14th inst., at 3 P.M. Jardine, Matheson & Co.... d'A. de St. Croix Hongkong Wingsang (str.) ... On or about 14th inst. Gibb. Livingston & Co.... Hongkong Riddock SINGAPORE AND LONDON B∍nledi (str.) . P. & O. S. N. Co..... To-day, at 3 P.M. Hongkong SINGAPORE. PENANG, &c... Kishqar (str.) . To-day, at 3 P.M. Jardine, Matheson & Co.... Hongkong Celebes (str.)..... Joon BATAVIA, SAMARANG, &c... On 19th inst., at 3 P.M. Ellis Russell & Co...... Hongkong SYDNEY, MELBOURNE, &c. Airiie (str.) To-morrow. Nelson..... Butterfield & Swire...... Hongkong YOKOHAMA DIRECT..... Menelaus (str.)..... Quick despatch. P. & O. S. N. Co..... Nepaul (str.)...... SHANGHAI To day, at 3 P.M. Jardine, Matheson & Co.... Honzkoug Lessang (str.) SHANGHAI Butterfield & Swire On 14th inst. Asquith Hongkong Daucalion (str.) SHANGHAI VIA AMOV On 12th inst., Daylight Douglas Lapraik & Co.... S. Ashton Hongkong Haiphong (str.)..... SWATOW, AMOY, & FOOCHOW: SWATOW AND BANGKOK | Phra Chom Klao(str.) W. H. Watton | Hongkong To morrow, at 8 A.M. Yuen Fat Hong VESSELS ON THE BERTH METEOROLOGICAL REGISTER. Telegraphic Transfer2231 On date | On date NAVIGAZIONE GENERALE ITALIANA at 10 s.m. | at 4 p.m. Bank, at sight711

30.14 30.28 Barometer Temperature Humidity Direction of wind ... Force of wind Rain 1.—Basomeran reduced to 32 degrees Pahrenheit and to the level of the sea in inches, tenths and hundredths.

2. —Temperature in the shade in degrees Pahrenheit.

3.—Hummera in percentage of exturation, the humidity of air saturature with moisture being 100.

4.—Disserted of the Wind to two points.

5.—FOROR OF THE WIND RECOrding to Heaufort Scale.

5.—FOROR OF THE WIND RECOrding to Heaufort Scale.

6.—STATE OF THE WINDERS B. hime sky; C. deteched.

elonds: D. diszlingrain; F. fog; G. gloomy; H. bail; L. lightning; C. overoast; P. passin chowers; Q. squally; R. rain;

S. snow; T. thunder; V. visibility; W. dow (wet).

7.—Rain in inches, tenths and hundredths. W. DOBERCK. Hongkong Observatory, 9th January, 1887.

VESSELS ON THE BERTH. NETHERLANDS INDIA STEAM NAVI-GATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG, AND SOURABAYA, VIA SAIGON AND

SINGAPORE. THE Company's Steamship " CELEBES."

TO-DAY, the 10th inst., at THEER P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, 8th January, 1887.

STEAM TO SINGAPORE, PENANG. AND BOMBAY. Luzon Sugar Refining Company, Limited-\$58 WITH OPTION OF CALLING AT COLOMBO. THE P. & O. S?N. Co.'s Steamship "KASHGAR."

Hongkong and China Bakery Company, Limited will leave for the above places TO-DAY, the 10th instant, at THREE P.M. E. L. WOODIN, Acting Superintendent. Hongkong, 6th January, 1887.

> CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, SYDNEY AND MELBOURNE. HE Company's Steamship

as above TO-DAY, the 10th January, at States and Europe. Provisions throughout the entire voyage.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th December, 1836. UNION LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship 'MARK-LANE,"

Captain Porter, will be despatched for the above Port on or about THURSDAY, the 18th instant. For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, 5th January, 1887. INDO-CHINA STEAM NAVIGATION address in full; value of same is required. COMPANY, LIMITED. FOR SINGAPORE. PENANG, AND CALCUTTA. THE Company's Steamship

" WINGSANG." Captain d'A. de St. Croix, will be despatched or the above Ports on FRIDAY, the 14th stant, at Three P.M. This steamer has Superior First Class Accommodation specially constructed to meet the equirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 7th January, 1887. THE "BEN" LINE OF STEAMERS. FOR SINGAPORE AND LONDON. THE British Steamer

"BENLEDL" n or about the 14th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 4th January, 1887.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. Taking Cargo and Passengers at through rates or Ningpo, Cheroo, Newchwang, Tientsin.

HANKOW, and Ports on the YANGTSZE.) THE Company's Steamship "DEUCALION." Captain Asquith, will be despatched as above n FRIDAY, the 14th instant. For Freight or Pussage, apply to

BUTTERFIELD & SWIRE, Agents.

Hougkong, 6th January, 1887.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG COLOMBO, BOMBAY, ADEN, SUEZ, port said, brindisi. & trieste. (Taking Cargo at through rates to CALGUTTA,

THE Company's Steamship BERENICE,' Captain C. Bechtinger, will be despatched as above on the 15th Jan., 1887 at Noon. For Further Particulars regarding Freight Captain Baxter, will load here for the above and Passage, apply to the Agency of the Company, Praya Central. O. BACHRACH,

MADRAS, PERSIAN GULF, BLACK SEA,

LEVANT & ADBIATIC PORTS).

Hongkong, 3rd January, 1887. STEAM TO SHANGHAL. THE P. & O. S. N. Co.'s Steamship

"NEPAUL," will leave for the above place about 24 hours C. M. Noyes, Master, will load here and after her strival with the cutward English Mail. have quick despatch. E. L. WOODIN. Acting Superintendent. Hongkong, 6th January, 1887.

(FLORIO & RUBATTING UNITED COMPANIES). STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN SUEZ, PORT SAID, MESSINA,

NAPLES, LEGHORN, AND GENOA. Taking Cargo at through rates to MADRAS, BANEAN, -ADRIATIC and LEVANTINE PORTS: ALEXANDRIA, ODESSA, and MAR-SEILLES, and also to BUENOS AYRES, MONTEVIDEO, VALPARAISO, and CALLAO.) THE Company's Steamship

"BORMIDA," Captain Pizzarello, will be despatched as above Steamers from Shanghai and Japan Ports. on TUESDAY, the 18th instant. The Steamor has splendid Accommodation address in full: and same will be received at the for Passengers and carries a Doctor and Company's Office until Five P.M. the day pre-For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 7th January, 1887. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE. Captain Joon, will be despatched as above (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.) HE Steamship

> "AIRLIE," Captain Ellis, will be despatched for the above Ports on WEDNESDAY, the 19th instant, at THREE F.M. For Freight or Passage, apply to RUSSELL & Co.,

Agents. Hongkong, 5th January, 1887.

U. S. MAIL LINE.

[109 PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVER LAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO. THE U.S. Mail Steamer "CITY OF RIO

L DE JANEIRO," will be despatched for the 22nd January, at THREE P.M., taking The attention of Passengers is directed to the portation to Yokohama and other Japan Ports,

superior Accommodation offered by this Steamer. | to San Francisco, to Atlantic and Inland Cities | Four P.M. First-class Saloon and Cabins are situated for of the United States, via Overland Railways, to are accommodated in the Poop. A Refrigerat- in Mexico, Central and South America, by the Office until TEN A.M., on the day of sailing. Through Passage Tickets granted to England, shipped at Colombo; Tea and General Cargo France, and Germany by all trans-Atlantic lines for London will be transhipped at Bombay, RETURN PASSAGES.—Passengers, who have direct route via Colombo.

for China or Japan (or vice versa) within six and Passage apply to the Peninsulae & months, will be allowed a discount of 20 %, from ORIENTAL STEAM NAVIGATION COMPANY'S Return Fare; if re-embarking within one year, Office, Hongkong. an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, avail- quired to be declared prior to shipment. able for one year, will be issued at a Discount. of 25 % from Return Fare. These allowances do not apply to through fares from China and Black Bills of Lading.

Freight will be received on board until 4 P.M. on the day pravious to sailing, Parcel Packages 102 will be received at the Office until 5 P.M. same day: all Parcel Packages should be marked to Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Cullector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company,

No. 50A, Queen's Road Central C. D. HARMAN, Agent. Hongkong, 31st December, 1886.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID. TRIESTE, BRINDISI, ANTWERP. BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

Captain Riddock, will be despatched as above LONDON, NEW YORK, BOSTON, BAL TIMORE, NEW ORLEANS GALVESTON, AND SOUTH AMERICAN PORTS.

> 193 THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on through BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA. IN MONDAY, the 24th day of January 1887, at Noon, the Company's Steamship "NECKAR," Captain H. Baur, with MAILS, PASSENGERS, SPECIE, and CARGO, will Johannes Focke, Master, will load here for the

leave this Port as above. Shipping Orders will be granted till Noon, For Freight, apply to Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.V., on the 23rd of January, 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contants and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on Board. For Further Particulars, apply to MELCHERS & Co.,

Hongkong, 28th December, 1886.

FOR NEW YORK. THE 3/3 L I.I. American Barquentine "RALPH M. HAYWARD."

Port, and will have quick despatch. For Freight, apply to Siemssen & Co Hongkong, 24th December, 1886. FOR PORTLAND (OREGON.)

THE 3/3 L. I.I. Am. Bark

For Freight, apply to MELCHERS & Co. Hongkong, 21st December, 1886.

"COLOMA."

VESSELS ON THE BERTH. COMPAGNIE-DES-MESSAGERIES-MARITIMES PAQUEEOTS POSTE FRANCAIS. NOTICE.

STEAM FOR SAIGON: SINGAPORE, BATAVIA, CO-LOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, Marseilles. And ports of Brazil

AND LA PLATA; LONDON, HAVRE, BORDEAUX.

DUNKIRK, AND ANTWERP. ... N TUESDAY, the 11th January, at Noon, the Company's Steamship "YANGTSE," Commandant Lormier, with MAILS, PASSENGERS, SPECIE. CARGO, will leave this Port for the above

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 10th January, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are For further particulars, apply at the Com-

G. DE CHAMPEAUX. Hougkong, 30th December, 1886. OCCIDENTAL AND ORIENTAL STEAM-

rany's Office.

SHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE:

THE OVERLAND RAILWAYS

STEAMERS

IT THE Steamship "OCEANIC" will be

despatched for San Francisco, vid Yokohama, on TUESDAY, the 11th January, at THREE P.M. Connection being made at Yokohama with All PARCEL PACKAGES should be marked to business nearer, at which delivery can be effected.

vious to sailing. RETURN PASSAGES .- Passengers, who have will be found in the Daily Press Directory. paid full fare, re-embarking at San Francisco p. 385 large edition, p. 701 small edition. This for China or Japan (or vice versa) Within six months, will be allowed a discount of 20 % from Postal information published in Hongkong. [6] Return Fare; if re-embarking within one year. an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and below.

Consular Invoices to accompany Cargo destimed to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Com pany, No. 50A, Queen's Road Central. C. D. HARMAN, Agent.

Hangkong, 23rd December, 1886.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEIL LES, MALTA, GIBRALTAR, BRINDISI; morrow, the 11th inst., at 10.30 A.M. TRIESTE, VENICE, PLYMOUTH, ${f AND}$ LONDON :

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA: N.B.-CARGO CAN BE TAKEN ON THROUGH 19th inst., at 2.30 P.M. BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAM-BURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH. San Francisco, via Yokohama, on SATURDAY, THE PENINSULAR AND OBIENTAL STEAM Straits Settlements, Batavia, Burmah, Ceylon, NAVIGATION COMPANY'S Steamship India (via Madras), the Australasian Colonies, Singapore Insurance Company, Limited.—\$22 J. D.C. Arthur, Commander, will be despatched Passengers and Freight for Japan, the United "KAISAR-I-HIND," Captain E. G. Stead. Adam, Natal and the Cape, Egypt, Malta, and with Her Majestv's Mails, will be despatched from Gibraltar. Through Bills of Lading is ned for trans- this for LONDON via BOMBAY and SUEZ CANAL on TUESDAY, the 18th January, at the Mails, &c.

> Cargo will be received on board until Silk and Valuables for Enrope will be tran- letters. arriving one week later than by the ordinary paid full fare, re-embarking at San Francisco | For further particulars regarding FREIGHT

The Contents and Value of Packages are re-

Shippers are particularly requested to note the terms and conditions of the Company's E. L. WOODIN. Acting Superintendent. Hongkong, 6th January, 1887.

FOR VICTORIA (V.I.) FIHE 3/3 A.I. I. American Bark "ALDEN BESSE,"

John A. O'Brisu, Master, will load here and will have quick despatch. For Freight, apply to MELCHERS & Co. 12375

Hongkong, 18th December, 1886. FOR NEW YORK. FIRE 3/3 L. 1. 1. American Bark

"HAYDN BROWN," C. H. Havener, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

PUSTAU & Co. Honglong, 24th December, 1886. FOR SAN FRANCISCO. FRIHE 3/3 L II British bark

"JOHN TRAHEY," Th. Ryan, Master, will lead here for the above Port and will have quick despatch. For Freight, apply to MELCHERS & Co.

Horgkong, 7th December, 1886. FOR LONDON AND HAMBURG. FIHE 3/3 A. I.I. Italian Bark "ERMINIA C."

V. Rocio, Master, will load here for the above Ports, and will have quick despatch. For Freight, apply to PUSTAU & Co. Hongkong, 1st January, 1887.

FOR HAMBURG, DIRECT. 73 ME 3/3 L. I. I. German Brig. "ADOLPH."

above Port, and will have quick despatch. MELCHERS & Co. Hongkong, 10th December, 1886. FOR HAVRE AND LONDON. FITHE 3/3 L I I German Ship

"THEODOR RUGER." Meyer, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & Jo.

Hongkong, 30th October, 1885. FOR LONDON AND HAMBURG. THE 3/3 L II German Ship

"COLUMBUS." Sauermilch, Master, shortly expected here will load for the above Ports, and will have quick For Freight, apply to

CARLOWITZ & Co. Hongkong, 15th November, 1886.

THE TOURIST'S GUIDE. REDUCED PRICE, \$1. Containing the names of all the Articles of Trade, objects of Natural History, Furniture. &c., &c., with the Punti and Mar. ferin Pronun-Also a few copies of the GRAMMAR or THE tion. The Postal Guide alone is the standard on CHINESE LANGUAGE, in two Ports, The Daily Press Office.

MAILS EXPECTED.

THE INDIAN MAIL. The Indo-China steamer Wingsang, with Indian mails, left Singapore on the 2nd, and is

due here on the 10th instant. THE AMERICAN MAILS. The P. M. steamer City of Rio de Janeiro. with the American mail of the 11th December.

left Yokohama on the 6th, and may be expected here on or before the 13th instant. The O. & O. steamer Gaelie, with the American mail of the 21st December, left San Francisco on that date, and is due here on or about the 18th instant.

THE ENGLISH MAIL. The P. & O. S. N. Co.'s steamer Nepaul, with the next outward English mail, left Singapore at 7 a.m. on the 8th, and may be expected here on or about the 14th instant.

STEAMERS EXPECTED.

due here on or about the 15th February.

The China Navigation Co.'s steamer Taiyuan left Singapore on the morning of the 4th, and is due here on or about the 11th instant. The O. S. S. Co.'s steamer Deucation left Singapore on the morning of the 5th, and is due here on the 12th instant.

POST-OFFICE NOTICES.

The Norddeutscher Lloyd steamer General

Werder left Bremen on the 2nd January, and is

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addresses need do is to. note on the cover, Sent to ____, or Received at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on PERSIAN GULF. BAGDAD, all MEDITER- ATLANTIC AND OTHER CONNECTING the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

> LOCAL DECEVERY-No delivery is attempted on board Ship, at the Penk, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of

The Postal Guide for 1886, revised to date is the only authorised complete Summary of

The authorised List of Mails is med in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given

A MAIL WILL CLOSE. For Shanghai.-Per Lecsang, to-day, the 10th ingt., at 2 30 P.M. For Straits and Bombay.—Por Rashgar, today, the 10th inst., at 2.30 r.m.

For Saigon, Singapore, Batavia, Samarang, and Sourabaya .- Per Celebes, to-day, the 10th inst., at 2.33 P.M. For Port Darwin, Sydney, and Melbourne.-Per Chingto, to-day, the 10th inst., at 3.30 P.M. For Saigon.—Per Vertigern, to day, the 10th inst., at 4.30_P.M.

For Swatow and Chelon.—Per Activa, to-For Straits and Calcutta .- Per Wingsang, on Friday, the 14th inst., at 2.39 P.M. For Port Darwin, Thursday Island, Cooktown. Townsville, Brishane, Sydney. Melbourne, Adelaide, &c.-Per Airlie, on Wednesday, the

MALLS BY THE FRENCH PACKET. The French Contract Packet Yangtso will be despatched on TUESDAY, the 11th January, with Mails to the United Kingdom, Europe, and places beyond, via Naples: to Saigon,

The usual hours will be observed in closing The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., Chinese Imperial Loan of 1884 C-8 per cent. | ward of the Engines | Second Class Passengers | Havana, Trinidad, and Demerara, and to ports | Ten A.M. Parcels and Specie (Gold) at the and where Registration has been norlected, will make no enquiries into alleged lesses of such

THE FRENCH AND GERMAN MAILS. Dan before Departure. 5 P.M. Money Order Office closes. German

Mail 4 P.M. Post Office closes, except the night box, which is always open out of office Day of Departure. A.M., Post Office opens. 10 A.M., Registry of Letters ceases. Posting of

all printed matter and patterns ceases. Il A.M., Mail closes, except for Late Letters. 11.10 A.M., Letters may be posted with Late Fee of 10 cents until 11.30 A.M., when the Post Office clases entirely. 11,40 A.M., Late Letters may be posted on board

the packet with Late Fee of 10 Cents until time of departure. MAILS BY THE BRITISH PACKET The British Contract Packet Kaisar-i-Hind will be despatched on TUESDAY, the 18th

January, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi: to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters. PARCEL POST TO THE CONTINENT OF EUROPE

BY GERMAN PACKET. Sealed parcels not exceeding 7lbs. in weight. nor 2 feet in length, breadth, or-depth, may now be forwarded to the Continent of Europe by the four-weekly direct German Packets vid Bremerhaven at the rates stated below. For the present this route only is available by means of these packets, but parcels may be forwarded to certain countries fortnightly via London as heretofore. · A receipt will be given for each parcel. Parcels must be marked By German Packet.

Each parcel must be sealed in such a way as to render it impossible that it should be opened without detection. The sender must supply a declaration of the nature, value, and net weight of the contents, and of the gross weight of the parcel. The printed form for this declaration can be obtained at the Post Office. The parcel must not contain any letter, any article prohibited by Customs rules, lottery tickets, vines, parts of vines, liquids (upless securely packed) or dangerous or offensive goods, nor must the <u>| package be of a fragile nature.</u> A small charge, not exceeding six cents, may be made for Custom House purposes on the delivery of the parcel. Except Customs dues. this is the only charge the addressee will have to

Parcels must be posted before 3 P.M. on the working day next before the departure of the German Packet. For the convenience of residents at the out-ports a table of dates of derarture of the German Packets from Hong-48 kong is appended.

POSTAGE ON EACH PARCEL (Irrespective of weight, up to 7lbs.) , Switzesland

Austro-Hungary Denmark For Portugal (Continental).....\$1.70. Parcel Mails per German Packets close at Hongkong on :--Dec. 24, 1886. March 19, 1887. June 9, 1887

Jan. 22, 1887. April 16, 1887. July 7, 1887. Feby. 19, 1887. May 12, 1887. Aug. 4, 1887.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct informsall points on which such information may b required.

•			THE DATE:	PRESS,	MONDA	Y, JANI	JARY 10			eggi (estricular)					
ı	INSURANCES.	FOR SALE.	INTIMA'PIONS.		DATE OF		FLAG		NG IN THE	CHINA WA	TERS.		PLAG ma		and the same of th
	INSURANCE COMPANY.	TOR SALE. CHAMPAGNE, 1880 WHITE SEAL.	BOOKBINDING IN ALLIES BRANCHES	AESSETS.	BEIVAL		AND RIG.	ONS. CONSIGNERS.	TION.	VESSEL	APPIVAL	CAPTAIN.	ND RIO.	ON TOWNS	98-
ļ	THE Undersigned having been appointed Agents for the above Company are pre-	S'1 per case of 1 dozen quarts.	"DAILY PRESS" OFFICE.	2002 20 .0				HOGNKONG.					Tre Power of	NAGASAKI. n 29th December.	7
1	pared to issue Policies of Insurance against Fire on the usual terms.	PAUL DUBOIS & Co's CLARET, GRAND VIN LEOVILLE.	Bookbinding in every Style by Compotent -Workmen on the Premises: Music bound in Elegant Bindings.	Activ		Revalence	Dan. str	268 Arnhold, Karberg & Co		G. H. Wappau Kozaki Maru		Engelson Christensen	Brit. bk 3	33 Chiese 100 Kippen Yasen R	
	ARNHOLD, KARBERG & Co. Hongkong, January, 1882. [997] FIRE INSURANCE COMPANY, OF 1877.	CLARET, CHATEAU LAROSE.	Commerical Binding of every Size and Description, and Account Books ruled to any Pattern.	Airlie Airlisia Anadyr	111 1121	Ellis Delacroix	Brit. str S	462 Russell & Co 522 Russell & Co 776 Messageries Maritimes	Shanghai				. :	* N	
,	IN HAMBURG.	\$14 por case of 2 dezen pints. FONTET CANET. \$9.50 per case of 1 dezen quarts. PALMER MARGAUX.	QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.	Atalanta Berenice Bormida	Jan. 6 Jan. 8 Jan. 4	Thomson Boohlinger Pizzyrello	AH. str 1	788 Siemsson & Co 707 AH. Lloyd S. N. Co 944 Carlowitz & Co	Trieste Marseilles				I'n Port	KOBE. IN 24TH DECEMBER.	1886.
	Company, are Prepared to ACCEPT RISKS at Current Rates.	PALMER MARGAUX. \$7.50 per case of 1 dezen quarts \$8.50 per case of 2 dezen plats.	"DAILY PRESS" OFFICE, HONGRONG,	Celeboa Chingta	Jan. 9 Dec. 31	J. C. Joon Vardin W. Wendt	Dut. str 1 Brit. str 1	123 Jardine, Matheson & Co 259: Butterfield & Swire 796 Melchers & Co	Sourabaya Australia	Altonower	Pon - 23	Barnett	Brit ate (16	STEAMERS.	Co
. "Î'	PUSTAU & Co., Agents. Hongkong, 18th January, 1884. [184]	LORMONT. \$5 per case of 1 dozen quarts. JOHN WALKER & SONS'	THE TROPICAL AGRICULTURIST: A MONTHLY RECORD OF INFORMATION FOR PLANTERS OF	Chowebowico Crasader Dafila	Nov. 12	Rowin Jas. Mooney	Brit, tr Brit, str	648 Arnhold, Karberg & Co 852 Wieler & Co		Benledi Liogo Maru	Dec. 18 Dec. 22	R. Riddook Jones	Brit, str 10	Mourilyan, H. C 364 Nippon Yusen I 312 Nippon Yusen I	Caishia
	THE LONDON ASSURANCE	OLD HIGHLAND WHISKEY. \$8 per case of 1 dozen bottles.	Tea, Cacao, Cinchona, Coffee, Indiarubber, Sugar, Palms, Cotton, Cardamoms, Kola,	Gerda.	Jan. 7 Jan. 7 Dec. 5	J. G. Sharpe Burgoyne Eriobsen	Brit. str Gor. str	715 Adamson, Bell & Co 866 Adamson, Bell & Co 310 Siemssen & Co		Rumamoto M. Mark Lane	Dec. 12 Dec. 23	Ekstrand Rob, Perser	Brit. str 13	351 Smith, Baker &	Co
	INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE PIRST. A:D-1720.	ALSO. CUTLER PALMER & Co's WINES AND SPIRITS.	Coca, Cinnamon, Nutmegs, Fibrous Plants, and other Products suited for Cultivation in the Tropics.	Gilsland Hainhong	Dec. 1 Jah. 9	Wm. Potts. Ashion Liovd	Brita str 1	1058 Siemssen & Co 1122 Douglas-Lapraik & Co 1235 Butterfield & Swire	East Coast Canton	Emilie L. Boy	d Dec 9	Killam— —		250 Issaes & Bro.	
	TIME Undersigned having been appointed Agents for the above Corporation, are	SIEMSSEN & Co. / Hongkong, 1st January, 1884. 19	Published at Observer Office, Colombo, Ceylon.	Honam Kashgar	Jan. S	T. Benning C. Gadd	Brit, str	314 H., C & M. Sternboat Co 515 P. & O. S. N. Co 1061 H., C. & M. Steamboat Co	Bombay	Josie Treep J. T. Berry		Fownes Watt	Brit, bk 10 Amr. sh 13	198 C. & J. Trading 18 C. & J. Trading 151 Paul Heinneman	'Co
	prepared to grant Insurances as follows:— MARINE DEPARTMENT. Policies at current rates, payable either here.	FOR SALE. AT WHOLESALE PRICES.	has now an assured position in its large circulation in Ceylon, Southern and even Central and Northern India, the Straits Settlements	Kong Beng Lessang	Ded. 22 Jan. 2	Phillips Sawer	Brit, str Brit, str	R62 Yuen Fat Hong 1092 Jardine, Matheson & Co		Utrecht	Nov. 8	Utrecht	Dut. Bu	*	
	in London, or at the principal Ports of India, China, and Australia.	CACCONE'S SHEERY, PORT.	Sumatra, Java, Borneo, Northern Australia, Queensland, Central America, Natal, Mauritius	Melita	r- Jan. 7 Jan. 1 Jan. 9	Pillivnyt H. Morok R. Nelson	Ger, atr	752 Carlowitz & Co 339 Wieler & Co 1300 Butterfield & Swire	Yokohama					YOROHAMA.	
	Policies issued for long or short periods at current rates.	BOCKS, BURGUNDY, BRANDY, WHISKIES, ALE, STOUT.	and the West Indies. From all sub-tropical planting settlements we have had cordial approval of the publication and an encouraging	arthia	Dec. 29 Dec. 31	H. Davison Brough Stavers	Brit. str	3808 O. & O. S. S. Co 2035 Yuen Fat Hong 254 Gibb, ivi gaton & Co	S. Francisc	7	4	-	·	on 24th Dec Meer are there	1 .
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	HEAD OFFICE. No. 2. Queen's Road West. Hongkong, 4th March, 1881. [178]	quires examples to display the various appli-	- Australian Colonies, the Eastern States, as h Europe. Files of nearly every Newspaper pu	b- Franklin	Dec.	6 Davis 11 D. W. Tisd	Brit. str	618 Jardine, Matheson & 684 C. M. S. N. Co	Co	Dijit emak Gornosial	Rus Hus	sian corvette sian tran port sian gunbost.	4 80 6 80	Captain Koltchar Commander Star	Vladivosto Vladivosto
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.	Mum per Annum. NORTON & Co., Agents. Hongkong, 20th May, 1881. [60]	Enropeans residing in China, and to the native	S OWNERS will be RESPONSIBLE for a	Y Knng Wo	Nov.	Knigi is 26 Balbernie 5 —	Brit. str	2400 C. M. S. N. Co 1354 Jardine, Matheson & 600 Jardine, Matheson & 6	Co Co	Vo.tock Aragon	Rus	sian gunboat ish cruiser	1 1 2600	Capt. D. E. Zulu	rousky Vladivosto
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7-7	"Hong List," Orders for Subscriptions and Advertisements will be received at this Office. Hongkong Daily Press Office.	to Parchasers of SIX or more Copies.	COLOMA, Amr. bk., Noyes.—Melchers & Co. Chusader, Brit. str., Rowin.—Arnhold, Ka	Yung-obing	Dec. Oct.	Si Lincoln 27 —	Chi. str			An-lan Chee-bing Chien-ini	Rev Rev	eroy's gunboat enue cruiser enue cruiser	2 80 2 80	25 Chiaese	
	Hongkong, 23rd May 1877	TRUBNER & Co., 60, PATERNOSTER ROW. HONGKONG: "Daily Press" Office Wyndham St	berg & Co. HARVESTER. Amr. ship, Taylor.—Order. HATTIE N. BANGS, Amr. bk., Bangs.—Master					BAILING VESSELS.	<u> </u>	Chien-jui Chien-to Chop-chung	Vice Vic	eroy's gunboat eroy's gunboat	5 500 3	265 do. 300 Chinese 00 do.	Canton Canton
	Chinese Daily Press), PUBLISHED DAILY,	NOW ON SALE.	HYDRA, Ger. bk., Bingo.—Genealves & Co. Killahney, brit str., O'Neil.—Gibb, Livin	Angle-India g- Anna Sieber	n Oot, Dec.	11 — 25 Paulsen	Brit. bk Brit. bk Chi. bk	414 Nils Moller 604 Fornham & Co 4.2 H. M. Schultz & Co		Chop-sai Hai-chong-ol Hai-king-ob	hing Vice	eroy's ganbest eroy's ganbest eroy's ganbest	3 150	200 do.	
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	YEARS, and enjoys the largest bond fide circu	With many Additions Corrections,	Maritimes VELOCITY, Brit. bk., Martin.—Pustan & Co. VORTIGERN, Ger. str., Brown.—Arnhold, Kr. berg. & Co. WESTMEATH, Brit. str., Stonehouse.—Russell	Mercur Napano	Dec.	27 Dick 1 Newby 27 Albertheen	Brit, bk Brit, bk	254 J. Basssler, 397 Manthy 647 S. C. Farnbaro & Co		Tehing-on Tching-po Tohun-tung	Vio	eroy's gunboat	3 150	00 do. 70 do.	

HONGKONG, TUESDAY, ANUARY 11TH, 1887

CHINESE HIGHWAYMEN IN RONGKONG.

The attack upon the Ray, R. O. D. Ross-LEWIN, Chaplain to H. M. S. Audacious, by down by the local authorities, and on the killed three men. It is said that, had they Chinese high waymen, is a proof that there are day after the riot, the 10th ult., the Customs known how to follow up their attack, they for a temporary and provisional warket pending the some more than usually during spirits among some more than usually a ring spirits among the criminal population here. It is now some states that "the marchant, named Taal, has time since such an attempt to rob a Euro-stored up several thousand piculs of this pean has been made on the public highway, article, and I, in consideration of the inhabiand the audacity displayed on this occasion tante, have ordered the said merchant to stop counts for their hasty retreat when they sites available and to make a recommendation to Go. points to a deliberately and earefully con- exporting the same at present; but he dared found they were alone." The writer adds coived crime. The rev. gentleman was to secretly ship off the rice in cargo boats, that on the same night on which the attack taking a solitary walk on the Bonbam Road and Lam exceedingly displeased at his action. was made on the stockade a European seron Wednesday afternoon in broad-daylight, Besides prohibiting the export of the rice in geant who was spending the night, without and when between the Borlin Foundling question, I have also ordered the merchant leave, in the Bazuar, was murdered. His House and the Dinessan Home, he suddenly Tear to be tried and punished." The Taotai death was traced to the Chinese quarter; Works Committee. felt himself grasped by the throat from be- not only does not hesitate to reverse his and subsequently his body was found in hind by some powerful hand, the design policy, but is also prepared to make a scape- the river, fearfully cut about the arms, evidently being to throttle him into insensi. goat of the agent of the China Merchants' head, and legs as if he had defended bility and helplessness. Mr. Ross-Lewin, S. N. Co. Popular clamour has, be considers, himself as long as possible with his fists. however, did not full an easy prey. He to be appeared, and it matters little who is To morning after the attack the Chinese struck vigorously behind with his figt-cutting sacrificed so long as the agitation is set at B z ar was surrounded and searched, one his knuckles on his assailant's teeth-and rest. This is usually the case in China, wan with a fresh bullet wound being found subsequently with his stick, with such and the people know it very well indeed, and some eight others on whom suspicion effect as to cause the fellow to relax his Hence, when the officials attempt to multiply fell. It is stated that the head Chinaman grasp for a moment. Meanwhile one con- exactions the point is presently reached at was much mixed up in the affir, and the papers: Correspondence respecting child adopfederate had snatched Mr. Ross-Lewin's watch chain-fortunately leaving the watch in his pocket -with which he ran off, and a revolver which he pointed at the rev. genhung on to his throat from behind, Mr. his stick at the armed ruffin in front, who quitted his hold on the chaplain's throat, put ground, and then darted off, getting out of sight before that gentleman could get a view of him. Mr. Ross-Lewin pursued the third man some yards, but was out of breath with the struggle, and soon gave-up the chase. He tried then to put a Sikh constable on the track of the thieves, and proceeded to the West Point Station, where he reported the occurrence.

who held the revolver has already been their administration.

arrested and we may hope that his confederates will also ere long be in custody. The rev. gentleman never saw, the face of the highwayman who fastened on his throat, and his remembrance of the face of one of the others is only vague. The chain can, however, perhaps be traced, and the first scoundrel evidently received a blow in the face from his victim's stick that ought to have left its mark. Now that the most dangerous ruffian has been secured, however, it will probably not be difficult to get on the track of the others, as there is sure to be some evidence forthcoming that will le d to their identification. Since the brutal attack on the late Mr. G. L. Tomein in Caine Road close to Glencaly some fifteen years ago, occasion a footpad armed with a heavy bamboo stalked Mr. Tomain, struck him a violent blow on the back of the head that stretched him senseless on the road, rifled menaced the chaplain of the Audacious with a revolver intended to use the weapon when he equipped himself with it, or whether he merely thought its presentation would suffiit is difficult to say. The fact, however, that on a recent occasion a ruffixn used one of these deadly weapons in Square Street and wounded several persons, including a Chinese constable, raises an unpleasant suspicion that these fellows would not hesitate to shoot if they were cornered or if they deemed it safe to do so. The moral of the incident is that Europeans walking out alone, whether in daylight or not, must maintain a sharp ! lookout to see that no stealthy footed miscreant is dogging their steps behind. Chinese footpads seldom for never attack a man to his face. The wisdom

THE RICE RIOTS AT WENCHOW.

this objectionable class of crime.

carrying firearms is doubtful, and it

An instance of the fact that the mandarinate in China are subject in some degree to popular opinion is afforded by the recent riot at Wenchow. There was, it seems, plenty of rice stored up in the granuries more rice was to be exported. The Agent of notwithstanding the assertions of our French the C. M. S. N. Co. then represented to the contemporaries as to the inability of the Taotai that he had previously purch sed a Poking Government to exercise control in large quantity of rice, to convey which a Yunnan we imagine the Viceroy of that steamer had been chartered, and that it was, however disposed he might be to inif he were not allowed to ship it, he cite outrages by so-called pirates, will not would have to pay the charter money venture upon any overt act which will expose and would still have the rice on his the empire to reprisals on the part of France, Acting Governor was laid on the table :hands. On the arrival of the steamer Meefoo and that he will be able to restrain his folfrom Shanghai to ship the Agent's rice lowers from giving any excuse for such rethe people grew still more entaged, upon prisals. At the same time the position is by the Inspector of Schools, who has represented that, which the Tao ni issued another proclamation | undoubtedly one of danger. to the effect that only a certain quantity of · rice was to be exported. The fury of the people, when this proclamation appeared, knew THE CHINESE IN UPPER BURMA H no bounds; and when the rice was but into boats to be sent to the Meefoo a mob collect-"and they destroyed the books and carried off that an attack had been made by Chinese on mittee. tured to printed to the spot, and then serged cise particulars of this attack. He give :-

the mob, and while refraining from violence in their baziar being closed. A few days in other directions they hesitated at no meas before, the stockade had been entered on the sures to put a stop to the export of the rice. north side by Chinamen, who set fire to a The result has been an ignominious back- barrack, got right through all ove gune, and Inothi issued a proglamation in which he might almost bave annihilated the garrison. construction of a permanent new worker building, His which the popular endurance becomes ex- suspected men were found in his house. The tion and domestic service amongst the Chi hausted, and a demonstration of feeling fol- beadmin was taken into custody, and only neso; correspondence respecting the question of

lows which it is seldom safe to disregard. released after a fine of Rs. 3,000 on the Chisecond presented himself in front with a No people more thoroughly understand the nese quarter had been paid. The shops art of combination than the Chinese, and opened the next morning, and business was tleman. Encumbered by the robber who they use this weapon equally in trade and in resumed as usual. The wounded man has been deaths in the Italian and Freich Convents. politics. So accustomed are they to their own sent to Mandalay for trial, but there does Ross-Lewin nevertheless struck out with officials giving way to pressure that they have not appear to be much if any direct evidence tried to bring it to bear on occasions both in the against him, and he will no doubt have to be probably feared to fire his weapon lest he Straits Settlements and in Hongkong. The released. should raise an alarm, and he made off up strike of the cargo-boat owners and coolies | Naturally enough the English residents and the hill. The first assailant, who had never in this colony in October, 1884, was an at the papers in Burmahare somewhat exercised tempt to dictate to the local Government of in the attempt to discover reasons for this most vital interests of this coony. And when I his knee to his back and brought him to the a piece with the action of the populace at display of Chinese enmity. The Rangoon say this I do so not after the consideration of the of the Government. What may be suffered there. They are almost all traders, and the men, that we ought to look around us, and take way or infra dig. cannot be tolerated in an merous vexatious hindrances to trale, especi- Hougkong is probably one of the smallest

commenced in one part of the province. The and suggests that the dread of British com-Avenir, on its own responsibility, says that petition in trade there might have bud somenomore daring assault has been attempted by the nature of decoity rather than of organis- tection of British law, and sensibly observes Chinese on European pedestrians. On that ed rebellion, and the hold of the Central that in any case the Chinese traders have a his pockets of his watch and chain, and left recent events at Mongkai show that China China, an advantage which their European him. Mr. Ross-Lewin fared better. He de- is unable to maintain order in her southern rivals in Bhame are not likely to possess clined to be strangled, and his assailants only provinces, and in the next that those events during the life time of the present genera- the subject of Colonial defences, and from a secured his watch-chain. But it is doubtful were instigated by very high authorities. If tion. We do not believe that the opposition Reuter's talegram received I think, last table of the Legislative Council on the 7th To the Governors of Colonies under Responsible whether he owed much to the furbearance of the latter contention be correct those who of the Chinese at Bhamo to English rule is month we learn that a conference is to be held in the robbers. The use of firearms is a carried out the scheme cannot be accused of due in the remotest degree to the cause sug. London in April next to discuss the defences of new feature in the proceedings of Chinese disloyalty to the Chinese Government, when gested by the Gazette. The bond fide Chinese the Empire, and an Imperial system of telegraph criminals. Whether or not the ruffian who they were carrying out the wishes of the high merchants in Burmah hailed the advent of ciently intimidate the quarry without firing, different thing from rebellion amongst the Government. The Gazette's surmise that Their power, bowever, is limited. It was who are ready for any freebooting expedimuch against the will of the Viceroys of the tion. It was a body of such men who some Two Kwang and of the Yun-kwei that peace three years ago seized and held Bhamo for was made with France, but they were some time against the Burnese troops. It compelled to acquiesce in the decision of is possible that it was some of these desperaforces from Tonguin. Whether the Yunnan expedition in 1875, and murdered poor MARpleasure at Court by making things uncom by in the hire of the notorious LI SI-TAI or certainly a most inconvenient practice. It all responsibility it is of course impossible to and not too well disposed to carry out might possibly be effectual if the criminals could be made generally aware of the fact. but on the other hand it might induce them to shoot before attempting to plunder their victim. This robbery on a road so frequented as the Bonham Road, occurring within a short period after the conviction of the rufto spring at the other were not prudential con- satraps in the western and southern provinces O'Malley, the Attorney-General, but as I fian who assaulted and robbud Mrs. JORGE siderations to the contrary so weighty. It that it would occasion us no surprise to hear on the Kennedy Road, will, we doubt not, stir remains to be seen whether these prudential that His Excellency the Viceroy in Yunnan the Police to still greater vigilance, and incite considerations will continue to outweigh the was really responsible for the attack on them to put forth every effort to suppress natural animosity of the two peoples, or Bhamo. Whether this be the case or not. whether some injudicious act on the part of it would be well for the British Repre- most excellent representatives at that conference one or the other on the Tonquin frontier may sentative at Peking to ask that proclamations of this colony. I take this opportunity of Parliament, Her Majesty was pleased to refer to not again let loose the dogs of war. There may be posted in the frontier towns of Yun- informing the Council that I have also received | Her Colonial and Indian Possessions in the are now considerable masses of French troops nan officially recognising British authority by last mail a despatch which I am not at liberty following terms:—"I have observed with much and Chinese troops separated only by a in Burmah, and threatening punishment to to publish for obvious reasons. It transmits a satisfaction the interest which, in an increasing narrow stream at Mongkai, and very little any Chinese subject who should either aid provotation would lead to a collision the decoits or join in their raids. The French are determined to carry out i the delimitation in this district on their there, and the agent of the China Merchants'S. | own lines, and the Chinese regard those lines | HONGKONG LEGISLATIVE COUNCIL N. Co., knowing the large demand that exist. with evident disfavour. Admiral RICUNIER ed for the grain in Conton, bought up some for is in the neighbourhood with a portion of export thither. This caused dissatisfaction the squadron and the Acting Residentamong the people, who feared that the price | General and the General commanding, the Council was held Friday afternoon, the 7th inst. of rice might advance in consequence, and troops in Annam and Tonquin recently pro- There were present :-placards were posted up intimating that no creded north to hold a consultation with him. more grain should be allowed to be exported. The French cannot without loss of prestige Hon. W. H. MARSH, C.M.G. Matters were at this stage when the Agent permit any further attacks on the Delimita- | Hon. Sir George Phillippo, Chief Justice. of the C.M.S.N.Co. purchased some 4,500 tion Commission; there have already been piculs more rice for export, and as soon as two, the one the other day and one some the fact became public the price went up months ago when the boats conveying the thirty cents a picul. This increased the po- commissioners up a stream were fired on from pular discontent, to allay which the Taotai the banks. The Commissioners are now. issued a proclamation to the effect that no however, supported by a strong excert, and

Co. Failing to, find the Agent, who lived disposition and treachery shown by the Chi- a year to the salary of his appointment, and the elsewhere, they act to work to demolish the ness in Bhamo and on the frontier. It will office, a task which they accomplished so com- no doubt be remembered that telegraphic pletely that they left only the walls standing, advices from Mandalay recently announced the iron safe. Not content with this piece of the garrison-which is a small one-at iconcoclasm they assaulted the District Ma- Blueno. A correspondent of a Rangoon congistrate, who, usfort upstely for himself, year temperary now sends further and more pre-

Wenchow. Such attempts should always "azette has an article on the su ject, in the few weeks during which I have been a member be firmly resisted, as concession to mob cla- course of which it remarks :- "It is very dif- of this Council, but after the consideration of many mour is calculated to seriously impair the ficult to see why the Chinese in Bhamo years. It has been naturally forced upon my mind authority and utterly destroy the prestige should be in any way hostile to British rule and, I suppose, upon the minds of most thinking in the Central Kingdom as nothing out-of- annexation of Upper Burmah removed nu- to the great interests we have at stake. Sir other country the chief claim of whose Go- ally in the shape of exactions, authorised not the smallest, of Hor Majesty's possessions in vernment to the respect of the Chinese and otherwise, by the Burmese officials. One the East with regard to size, but certainly not It is satisfactory to know that the ruffian population is the strength and justice of would suppose that the Chinese traders of with regard to importance; and I for one be-Bhame would have been among our most lieve most strongly that this importance will cordial allies. They had no respect for stoadily increase. The geographical situation the kings of Burmah, but rather look- of this colony, sir, renders it it once the great RUMOURED ANARCHY IN YUNNAN. ed down on them as mere savage potentates; shipping centre, a vest storehouse for millions they had everything to gain by the substitu- and millions worth of produce. It has at times We reproduce elsewhere, from a Tonquin tion of British for Burne'se rule; and enormous quantities of treasure lying here en paper, a letter from Yunnan apparently they must know perfectly well that they route for the Straits and India from Japan written by a Roman Catholic missionary, in can expect no gain from disloyalty." and America, and at all times large sums on which it is stated that in Yunnan rebellion Our contemporary then proceeds to seek for deposit in the treasuries of the various banks. is in every mouth, and that it has already the possible causes for Chinese disloyalty. both in Yunnan and Kwang-si there are thing to do with the bostility shown. It solute: that should Her Majesty unfortunately restions of a movement similar to the then goes on to urge the folly of such a fear, be compelled to go to war with any other Tuning rebellion. In these statements there and points to the flourishing condition of power, however great, their security in this place is, we believe, much of exaggeration. In the Chinese trade in Lower Burumb and the is as good as in any other place. True it is southern provinces of China undoubtedly freedom enjoyed by the Chinese merchants a great deal of disorder prevails, but it is in to carry on their business under the pro-Government on these provinces is probably long start at Bhamo, and the competition-if greater to-day than it has ever been. Our competition there be-will not be on even French friends seem to take up contradictory terms for many a long year to come, as the positions. In one breath they say that the Chinese have correspondents in Western late quite a stir at home upon the question of Im-Chinese officials, who, if they incited the at- the English to Upper Burns h with ing our claims before this conference, of aptack, could no doubt also have prevented it. pleasure, rightly believing that they would That there may have been perfidy on the part then soon be freed from many exactions and of the officials is very possible, but that is a restrictions imposed by King Threbaw's people. Although, as we have said, the some of the Chinese have taken to daceity. hold of the Peking Government on the and that the hostility shown is due to such southern provinces is as great as ever it was, characters, is certainly nearer the mark. It With these remarks, sir. I will, with your perthe Viceroys nevertheless continue to act in is notorious that on the borders there are many respects as semi-independent setraps. bands of hybrids calling themselves Chinese

> the Peking Government and withdraw their does who attacked Colonel Horace Browne's officials entertain the idea that they will give GARY and his attendants. They may also fortable for France in the border districts even under the orders of the Vicerov of by acts for which the Court itself can disavow the Yun-kwei, who is strongly anti-foreign say, but nothing can well be farther from the the pacific instructions of the Governwishes of the Peking authorities than to allow ment of Peking. There is, we think, no anything which would provoke a fresh out-preason to doubt the friendly intentions break of hostilities. The same may be said of of the Chinese Imperial Government, but we with this colony who is likely to be in London France. There is no friendship between the have witnessed so many instances of the bad in the spring of this year. I answered this two countries; indeed, each would be ready saith and unfriendly disposition of their despatch, submitting the names, first of Mr.

Hon. F. Stewart, Acting Colonial Secretary. Hon, E.J. ACKROYD. Acting Attorney-General. Hon. J. M. Pence, Surveyor-General, Hoa. H. G. Thomserr. Harbour Master.

Hon. P. BYRIE. Hon. Wone Shing. Hon. A. P. MACEWEN. Hon. C. P. CHATER. Mr. A. SETH, Clerk of Councils.

The minutes of the last meeting were read THE SALARY OF THE INSPECTOR OF SCHOOLS.

The Officer Administering the Government lays before the Council an application for increase of salary Central School and not more than that of the Third

The Secretary of State, to whom this application prepared to approve an increase not exceeding \$600 Officer Administering the Government requests the Council to vote this amount for 1887. The minute was referred to the Finance Com-

graph line to connect the Observatory with the office has been abolished, and therefore occasion lating to Colonial Defence. the city. Great determination was shown by completely at a standstill, every single shop Committee.

THE BITE OF THE TEMPOLERY CENTRAL The following letter from the Surveyor:

Last week in an interview I had tith His Excellency the Administrator, on the subject of the best place

J. M. PRICE. 7th January, 1887. On the motion of the Ading Colonian SECRETARY, seconded by the Surveyor-Gen-

ERAL, this letter was referred to the Public THE GRATUITY TO MES SAMPSON. A despatch from the Secretary of State approving the gratuity of \$870 to the widow of the

late Mr. Sampson, first boarling officer in the

Harbour Master's department was read.

The Acting Colonial Secretary-Thave now to lay on the table the following diplomatic and consular assitance to British trade abroad; a despatch from the Secretary of State respecting the extension of the Governor's leave: and further correspondence respecting

COLON AL DEFENCE. HIS EXCELLENCY—The Eon. C. P. Chatot will now, pursuant to notice, out a question. Hon. C. P. CHATER-Your Excellency, the question which I am about to ask, of which I have given due notice, bears, to my mind, upon the measures to defend ourselves in a manner adequate And if we wish to see this colony prosper we must assure the merchants, the bankers, and I may fairly add the capitalists, who have large vested interests here, that their security is abthat of late we have done a good deal towards our defences, but the popular feeling is that the present fortifications are inadequate to the requirements of the colony, and are not such as engineering experts consider satisfactory. Even when the present scheme of fortifications has been completed we shall still be in a position far from secure. There has, however, sir, been of perial Federation, one of theresalts of which appears to be that the Home Government is occupying itself at the present moment with

extension. Now, sir, is the opportunity for bringpointing our delegates without delay, and of instructing them to push our claims through in such a manner as to get what we want. W want the colony to be put in a thoroughly defensive state and if we got that we shall assure those who have invested their fortunes in this colony that their confidence has not been misplaced mission, put the following question:-

the Government of Hongkong has received any in tructions from the Secretary of State for the Colonie with regard to a Conference to be held in London in April next to discuss the defences of the Empire and an Imperial system of telegranmextension. If so, what are those instructions, and what action does His Excellency propose to take?

Whether His Excellency the Officer, Administering

If not, are not these two subjects of sufficient importance to warrant His Excellency in telegraphing o the Home Government to ascertiin if any such instructions are on the way or in contemplation? His EXCELLENCY—In answer to the question | public man connected with your Colony who is

aim that I have received by the last mail from | year, I shall be able, should circumstances render England some correspondence respecting the no- it desirable, to arrange for his presence at the mination of a representative of this colony to this | Conference on any occasion on which matters Conference, and I am asked in the despatch by specially affecting your Colony are likely to the Secretary of State to furnish him with the come under discussion.—I have the honour to names of any public man or high official connected | be, Sir. your most obedient humble Servant,

April I also gave the names of Mr. William Keswick and of Mr. Thomas Jackson. think the long residence of these gentlemen in Hongkong and China generally will make them memorandum prepared by the Colonial Defence | degree, is evinced by the people of this country Committee which was appointed some time ago, in the w fare of their Colonial and Indian containing general instructions to Governors of fellow subjects; and I am led to the conviction Colonies that in each port a detailed scheme of that there is on all sides a growing desire to defence should be prepared which could at once draw closer in overy practicable way the bonds be put in force in event of any outbreak of war. which units the various portions of the Empire. This has been under consideration for some time, I have authorised communications to be entered and has no connection with the present state of into with the principal Colonial Governments A meeting of the Hongkong Legislative affairs. I may add that most of the recommendation with a view to the fuller consideration of mattions contained in this memorandum have been ters of common interest. carried outlong ago by General Cameron. I am | 2 .- The communications thus promised wit instructed to appoint a small standing Defence the Colonies have engaged the careful considera-His Excellency the Acting Governor, Committee composed of not more than five mem- tion of Her Majesty's Government, and they

bers selected on account of their military know- havecome to the conclusion that the Queen should ledge and local influence. The duty of this Com- be advised to summon a Conference, to meet in mittee will be the organization of the resources London in the early part of next year, at which of the colony and the preparation of a representatives of the principal Colonial Govgeneral scheme of defence on the lines indicated by comments will be invited to attend for the discusthe memorandum of the Colonial Defence Com- sion of those questions which appear more parmission. With the concurrence of Admiral ticularly to demand attention at the present Hamilton and of General Cameron I propose to time. I request you to inform your Ministers of The Officer Administering the Government of appeared to be coming up the river at a speed of appoint the following officers to be members of this proposal, which I am contident will be very this Committee:—The General Officer in Com-satisfactory to them, and to express the hope mand of Troops, the Commodore, the Command- which I entertain of their cordial co-operation. ing Officers of Royal Engineers and Artillery, | 3 .- In the opinion of Mer Mejesty's Governthe Captain Superintendent of Police. THE PROMISSORY OATHS BILL.

The following . inute by His Excellency the tion, his duties have been more than doubled since of the colony. According to the requirements well for the organization of the local forces as 1878, when he joined the service, while his salary is of the present Ordinance the eath has to be for the construction of local defensive works, are, rather smaller than that of the second Master of the tondered by the Chief Justice—the oath of to a great extent, not yet fully understood and senable report, and there is only one sentence in was blown. The Espoir came on apparently without laid on the table recommending the Council to it. The second schedule of the Ordinance re- on with the assistance of a Standing Committee, skill and care, vote 8300 for the erection of a detached teles quires that the Shoriff shell take an oath, but that which is continuously occupied with matters re- con vir. McCallum assert as a fact that this fore the regulation lights of the Norden were

oath from the Registrar and Deputy Registrar | to be observed with regard to many of the de- | The Sisters who see the children say that they of the Supreme Court. I beg to propose that fensive measures in progress or in contemplation. | are brought in in such a state it is a wonder that the Bill he read a second time. The Acting Colonial Shoretary seconded.

MARINE SURVEY FRES.

The Council then went into committee on the Bill to amend Ordinance 8 of 1879. The Bill consists of one section only and provides that the following fees shall be paid into the Colonial Treasury ;---

For surveys of ship's bottom only.—Half the fees fo arveys of steamships for passenger certificates For inspections of vessels under 50 tons during and for each additional 50 tons For inspections of engines and bollers under 50 H. P., during construction

and for each additional 50 H. P.

Surveys of unlicensed launches under 50 feet in Hon, P. RYRIE-I consider the fee for each problem. additional 50 tons, \$15, is far too heavy. Sup. 1,500 tons to-morrow, the fee would be very the interests of the Empire in time of peace. dance day and night at the Convent for a week heavy indeed. I believe they had a chance of a The premotion of commercial and social relations or a month, take note of the cases brought in,

the Surveyor's time. It is not anticipated we every part of the Empire may, as far as practiwill build ships of 2,000 tons. I don't know cable, be provided for, and that suggestions may whother the Dock Company could if asked to, be obtained from all quarters as to the best means I don't think that sum is at all too much.

Hon. P. Ryrre-I think it is far too high. I tions without that increased expenditure which The survey is for public purposes as well as in the necessarily results from isolated action. interest of owners, and I don't see why you should put a heavy tax like that on shipbuild- have been referred to, but it is not impossible female children, and all, if not received into the ing. I should think \$2 would be sufficient. His Excentency asked the Harbour Master which in the general opinion of the Colonial many are already) dead. The greatest possible if he thought \$600 would be too much for the Governments might properly and usefully be care and attention are given to them and I know inspection of a vessel of 2,000 tons.

who can afford to build a ship of 2.000 tons can jof the subjects falling within the range of what afford to pay 8600. Hon. P. Exere—That is not the question. The HARBOUR MASTER-Not only that, but of any steps in that direction; and Her Majesty's it would take up a great deal of time.

from the Government. The HARBOUR MASTER-He does not put the accepted by the Governments concorned. It from Trismus when received, a disease caused by fees into his pocket.

Hon. P. Ryrre-I think two guineas; five formal examination. guineas at the outside. ascertain from Lloyds.

extremely high, \$15 for every additional 50 tons, ascertain what the fees are at home. The motion was put and carried.

THE POST OFFICE BILL. An the absence of the Colonial Treasurer the consideration of this Bill in committee was post-

poned until next-week ADJOURNMENT.

The Council adjourned until Friday next at four o'clock.

THE CONFERENCE ON IMPERIAL DEFENCE, ETC.

The following correspondence was laid on the

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICER ADMINISTERING THE

GOVERNMENT OF HONGKONG. Downing Street, 25th November, 1886. Sir.—I have the honour to enclose a copy of a despatch which I have addressed to the

Governors of the Colonies under Responsible Government, inviting the Governments of those Colonies to nominate a representative, or reof discussing certain questions of common interest to all parts of the Empire. It is the wish of Her Majesty's Government that, in the consideration of these questions, the interests of all the Colonies should be duly considered at the Conference; and in the case of any Crown Colony which may not send a special representative. I shall take care that proper provision is made for securing such consideration. If, however, you are in a position to furnish me with the name of any high officer or leading just put by my hon, friend I am able to inform likely to be in London during the spring of next | O'Malley, the Attorney General, now at home

> EDWARD STANHOPE. The Officer Administering the Government of

was not sure he would be in London 'next | THE BECHETARY OF STATE FOR THE COLONIES SIBLE GOVERNMENT.

Downing Street, 25th November, 1886. Srr.—You will no doubt have remarked that in the Queen's Speech on the prorogation of

ment the question which is at once urgent and capable of useful consideration at the present time is that of organisation for military defe 100. The Acrine Attorney-General-I beg to The natriotic action of the Colonies in offering move, sir, the second reading of a Bill entitled contingents of troops to take part in the Egyp-"An Ordinance to amend the Promissory, tian campaign made a deep and lasting impres-Onths Ordinance, 186"." This Ordinance has sion on the public mind, and was the first practibeen introduced in consequence of instructions cal result of much careful work during roomt which have lately been received from home years. It is a necessity of the case that the mearespecting the cath to be taken by the Governor | sures which have been taken in each colony, as

allegiance and the official oaths; but the new in- appropriated in other parts of the Empire. The it I am inclined to find fault with, and that, I slackening her speed, and with her stemstruck the structions which have just been received require close and thorough examination of the whole think, ought to be noticed. In the second last, port bow of the Norden about abreast of the foreboats to be sent to the Meefo a mob collect. Considerable surprise and no little irrita. had been referred, recognising that the work of the United by the Chief subject of Imperial Defence, which was considerably increased, is Justice for the time being, or by some other ploted by the Reyal Commission presided over evident that the nursing of the sisters is at These collision took place about 400 yards to the judge of the Supreme Court of the colony, or by the Earl of Carnarvon, has led to the execu- utter failure so far as saving the lives of the in- S.E. of Bate Rock and to the N.N.E. of the fort if they be nuavoidably absent, by the senior tion of extensive and important defensive works fants committed to their care is concerned." To on Tiger Island. Immediately after the collision member of the Executive Council then present. in various parts of the Empire; and the cordial assert that there has been an "atter failure" is the Norden was brought to anchor, and a boat The outh the Governor has to take first is the co-operation offered to Her Majesty's Govern- to assert very positively that success to a great from the Espoir was sent to her assistance, but oath of allegiance and then the cath for the due ment by the Colonies in carrying out this policy or to some extent was possible and ought to have it was found that the Norden could proceed to and impartial administration of justice. Bo these indicates their desire to arrive, so far as may at been attained, and that the tisters were so want. Hongkong without assistance, and she proceedinstructions clash with the present Ordinance, and present be practicable. at a common basis of ing in skill or care as not to be able to accom- ed accordingly, arriving in Hongkong about Another minute by His Excellency was also it has therefore been deemed necessary to amend necessary to amend

the rice at d conveyed it from the bonts into I found business amongst the Chimson has been taken of the introduction of this | 4.— Much yet remains to be done; and it is of have been taken of the introduction of this | 4.— Much yet remains to be done; and it is of have been taken of the introduction of this | 4.— Much yet remains to be done; and it is of have been taken of the introduction of this | 4.— Much yet remains to be done; and it is of have been taken of the introduction of this | 4.— Much yet remains to be done; and it is of have been taken of the land to be done; and it is of have been taken of the land to be land to be done; and it is of land to be done; and it is of land to be land Ordinance to amend it so far as to require the course mayoldable that secrecy should continue think he can.

The time has, however, now arrived when an at- so many are saved as there are. The same astempt may fairly be made to attain to a better sertion has been, made before that the Sisters did understanding as to the system of defence which | not save all they could, and Dr. O'Brien gave may be established throughout the Empire. For special attention for some time to all cases rethis purpose an interchange of knowledge as to ceived. He satisfied himself that all was done the state of preparation or as to the capabilities | that could be done, that all were saved that could of organisation in each colony, would lead to a be saved. Most of the children he found suffermore thorough understanding of their wants ing from some fatal knotting or twisting of the and wishes; but whilst Her Majesty's Govern- intestines, the result, apparently, of mismanagement would thus be prepared to recommend for mont at the moment of birth, or detachment the consideration of the conference certain prin- from the mother.

ciples calculated to promote the general defeace of the Empire, it is not our intention in calling to, on its own merits, by some sanitary authorithe conference to commit either the Imperial ty, but is outside the present question, the treat-Government or any colony to new projects ent ment of the children after they get within the tailing heavy expenditure, but rather to secure Convent walls. that the sums which may be devoted to this pur-10 pose may be utilized to the fullest extent, with | Convents out of the total number brought in, is

pose the Dock Company build a ship of question is one concerning in a special degree they will appoint a medical man to be in attenthink 315 for the first 50 tons is too much, but communications could be considered with much thousmost carefully attended to in every instance. I think that \$5 for every additional 50 tons would advantage by the proposed Conference. It is a About the defective state of the drainage, etc., The HARBOUR MASTER-1 suggested the fee | changing. New requirements come into exist too poor to go into such expenses. because supposing a vessel of 2,000 tons has to tence, and new projects are formulated, every be in pected the work is in proportion, and there- i year. It is obviously desirable that the question fore I do not think \$15 is at all too much. A of Imperial intercommunication should be con ship of 2,000 tons would occupy a great deal of sidered as a whole, in order that the needs of

of establishing a complete system of communica-The Harbour Master-Not at all. A man | precate the discussion at the present time of any | the sisters than is done in the Convents. is known as Political Federation. There has been nó expression of Colonial opinion in favour Government are of opinion that there would be Hon. P. Rykie—The Surveyor gets a salary no advantage in the informal discussion of a generally but among infants received in both very difficult problem before any basis has been | Convents. These in most cases are suffering might, indeed. be detrimental to the ultimate exposure to rapid changes of temperature, in on. P. Ryrie-It is a heavy tax on ship- attainment of a more developed system of united sufficient clothing and diet and defective ven-

> a degree which it is at present difficult to appre-loonsidering the condition of the lower classes of ciate, the interests of the Empire and of the Chinese in their houses and boats, many children civilised world.—I have, &c.

(Signed) EDWARD STANHOPE. Government

P.S:—My own opinion is that the best time for meeting would be the month of April or May, but I should be glad in this matter to be guided by the general opinion of the Colonial Governments.

OF STATE FOR THE COLONIES.

Government House, Hongkong, 31st December, 1886. Sir.—I have the honour to acknowledge your Separate Despatch of 25th November last, on the subject of the Conference which it is proposed to hold next year in London, for the purpose of discussing certain questions of common interest to all parts of the Empire. I am asked to furnish you with the name of any High Officer, or leading public man connected with this Colony, who is likely to be in London during the spring of next year, and who might represent Hongkong, should circumstances render it desirable. I beg to propose the name of Mr. on leave, but as his leave will perhaps have expired before the Conference meets I would submit also the names of Mr. William Keswick, the late senior partner in the firm of Jardine. Matheson & Co., and Mr. Thomas Jackson, the Chief Manager of the Hougkong and Shanghai Bank Both these contlower, who are Members of the Legislative Council, are now at home. They have been long connected with Hongkong as well as the various Coast Ports of China and

the interests of the Colony.—I have, &c., (Signed) W. H. MARSH. The Right Honourable E. Stanhope, M.P., &c., &c., &c.

THE GOVERNOR'S LEAVE.

The following despatch was laid on the table of the Legislative Council on the 7th instant:— TO THE OFFICER ADMINISTERING THE GOVERNMENT OF HONGKONG.

Downing-street, 24th November, 1886. Sir.—I have the honour to accusint you that have received an application from Sir George Bowen, supported by a medical certificate, for an extension of his leave of absence from Hongkong, and that I have granted an extension of leave without specifying any period. He will therefore not resume the Government in February next, and I think it probable that the administration will remain in your hands until April or May next.—I have, &c.,

(Signed) EDWARD STANHOPE. Hongkong.

THE DEATH! IN THE ITALIAN AND FRANCH CONVENTS.

in the Italian and French Convents were laid on the table of the Legislative Council on the 7th

MEMO. ON REPORT OF THE SECRETARY OF THE SANITARY BOARD ON THE FRENCH AND TTALIAN CONVENTS.

success was attainable, that more lives mights in their proper places and burning brightly. A

This is a matter that ought to be inquired in-

complete knowledge of all the conditions of the about the same as the percentage of saved in similar institutions in Europe.

The percentage of children saved in the two

5 .- Second only in importance to this great | The Sanitary board might be informed that, if subject the conditions of which are constantly I have nothing to say, only that the sisters are

J. Burghignoli Pro. Vio.

REPORTS BY THE COLONIAL SURGEON

I have inspected these babies often, the great majority of them are brought in in a moribund condition, or so ill nurtured that they are all 6.-Two leading subjects for consideration but hopeless cases. The great majority are also that there may be some other important question | convents, would be found on the hill sides (as brought under consideration. But I should de- of nothing better that can be done for them by

P. B. C. Ayres, Colonial Surgeon.

The great mortality is not among the children action if a question not yet ripe for practical de tilation, such as are to be found in the crowded His Excellency—What is the fee at home? cision were now to be brought to the test of a houses of the lower classes of the Chinese and amongst the boat population. The case of a child 7.—The Conference will necessarily be purely | when once the attack has well set in is hopeless. The ACTING ATTORNEY-GENERAL-Wo can | consultative, and it will therefore not be material | This is common in all tropical climates. These inthat the Colonies should have equal or proportion to are received at all hours of the day and Hon. P. RYRIE-I propose the consideration tional representation upon it. The desire of night and mostly naked or wrapped only in a in committee of this bill be adjourned until we Her Majesty's Government would rather be that piece of old ray or paper. I saw one case in the learn what the fees are at home. It seems to me its constitution should be sufficiently compre- French Convent moriband; it had been received hensive to include, in addition to the Agent- an hour previously. In another case the patient The ACTING ATTORNEY-GENERAL—I beg to General or other specially deputed representa- had just died and had been received only three second that. In the meantime we will try to tive of each Government, any leading public man quarters of an hour. No medical attendance who may be at lib, y to come to England next | would have been of any service in either case. year, and may , specially qualified to take a These were the only cases there at the time useful part in the deliberations. It will, I think, of my inspection. In the Italian Convent be convenient that I should preside at the Con-I were two more cases, both in a hopeless condiference, and I need not say that I auticipate | tion for which medical assist to would have much advantage to myself and to Her Majesty's been of no avail. If these cases are to have Government from the opportunities of acquiring medical attendance, a resident Medical Officer information which will thus be afforded to me. | would be required in both Convents. In St. 8.—I will only add, in conclusion, that I am Kilda, one of the British Islands, this disease confident that your Government will, as I do, carries off 64 per cent. of the children born feel deep interest in this first attempt to bring there. It would be impossible for any medical all parts of Her Majesty's Empire into joint de- man to do any good among the Chinese, for noliberation. However modest the commencement | thing would be heard of a case until it was hopemay be, results may grow out of it affecting, in less or dead, and it is not to be wondered at that,

> die, but that so many live. P. B. C. AYRES. Colonial Surgeon. December 30th, 1886.

> > SUPREME COURT

4th January.

IN VICE-ADMIRALTY.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE, AND CAPT. H. G. THOMSETT, R.N., NAVAL ASSESSOR THE STEAMER "NORDEN" V. H. M. S. "Es

POIR;" H.M.S. "ESPOIR" V. THE "NORDEN. Mr. Francis, Q.C., instructed by Mossrs. Wot-

ton and Descon, appeared for the Norden, and the Acting Attorney-General (Hon. E. J. Ackroyd). instructed by Messrs. Sharp, Johnson, and Stokes, for the Espoir. Mr. Francis, in opening, said the case arose ont

of a collision which occurred between the Danish steamer Nordon and H. M. S. Espoir, on the 3rd November, near Tiger Island, inside the Bocca Tigris, in the Canton river. The two suits had been consolidated, and there were claims and counter claims. In the first case M C. Holme, owner of the Norden, was the plaintiff, and H. R. Adams, Lieut.-Commander of the Espoir, defendant. In the other H. R. Adams was the plaintiff and the Norden and her owners

His Lordship said he supposed the captain of

the gunboat was only the nominal defendant; the I Japan, and either of them would be able to afford real-defendant was Her Majesty's Government. valuable information in all matters relating to Mr. Francis said he was unable to answer his Lordship. His own impression was that the captain was always the real defendant, though of course he might be exonerated by the Government. The learned counsel then proceeded to rend the pleadings to the following effect:-The petition, after describing the two vessels, set out that on the afternoon of the 3rd November the Norden left Whampon bound on a vovage for Wuhu, there to load cargo under charter and return to Whampoa. She was in light trim. She proceeded down the river towards the Bocca Tigris, and about six o'clock was some seven or eight miles above Tiger Island, well over an the starboard side of the channel, steering S.S.E. & E. by compass and going about 91 knots an hour, the tide being in the last hour of the flood and running up at the rate of half a knot an hour, the wind being light and from the E.N.E. or thereabouts. It was a fine clear moonlight night. About half-past six or a little later the white mast-head light of a steamer was sighted nearly right ahead, about a quarter or half a point on the port bow of the Norden, and apparently about three miles distant. few minutes later the red light of this vessel, which afterwards proved to be H.M.S. Espair, came in sight. The Espoir was then about a point and a half on the port bow of the Norden, and about seven knots an hour. When the red light of the Espoir was seen by those on board the Norden the course of the Norden was altered about a point and a half to starboard, her helm being ported to give the Espoir a wider berth, and shortly afterwards the Norden was brought. back to her former course and her belm steadied. The following documents respecting the death The two vessels continued to as such each other on opposite courses, and when the Espair was about 500 yards from the Norden and broad on the port bow of the latter, the Espoir suddenly starboarded her helm and bore down as if to cross the bows of the Norden The collision then became inevitable, and as the best way of lessening the shock of the collision the helm of the Norden The Report seems a very moderate and read was put hard a port and one blust of the whistle

first sighting the Esp ir and for some time be-

on the look-out at the bows, a Chinese seaman

Chinese pilot being on the bridge. The collision | the ship in covering the distance. when the callision became imminent.

the starboard low and about four miles off. As stop the ship when going full speed. An standing forward about three minutes before the of a mile. Immediately after the collision I make sense.

ing down the river, keeping on the starbaard By Mr. Francis—On the chart the position Norden, said that from six to eight in the even- have kept steady on red to red. If the Norden river steamers pass over it. And once I ran up- Lance Sergeant Allen Henderson, R. M. L. L., light to red light or green light to green light. Espair had, her lights burning, nor did I see the head come round into them.

therefore the 16th rule did not apply to the I ran forward to go on the bridge, and ju-t as I | Hongkong time.

not passed Bate Rock. When I say two miles him if he would like to see our lights, but he that he ordered the helm to be put hard a-port, the compass course from Anung-hoy to the ke at once went to the bridge ladder on the light a quarter of a point on the port bow. I the starboard side of the river coming down ing on and the collision took place. The facts forget the name. We were at the Tiger's Claw der to see the approaching vessel, he saw her white and four miles from Tiger Island T mean from | declined the white light was about three miles off when point before I left the bridge or were close to it. feetly right, as soon as they were green light to fort. I intended to anchor; not to go that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of the shear that is one down below which can be seen from the Shear. I know we kept to the starboard side of the red light they took the only measures which A number of questions were put to the wit- bridge amidships. It took him two or three bridge. When I saw the red light I gave the the river. I did not give the chief officer any were possible in putting the helm hard a port ness as to his intentions with regard to anchor. seconds to get to it to give the order. went off a point for about a minute and then pass Bate Rock about a cable length's distance | His Lordship Were you on your proper side | Was there anything to prevent your going up | der from the captain "hard a port," and he steadied on the same course as before. When and Tiger Island a cable's length or two We of the river? we steaded the red light was more than two | could see Tiger Island a long way off that night. | points on our port bow. We could only see the It is impossible we could have been further off on our proper side of the river. lights at that time. If both vessels had con- Tiger Island than I have stated at the time of tinued on the same course we would have passed the collison. To put my clothes on would take half of the Espeir. a comple of ship's lengths apart. A short about a minute. When I first saw the Espoir ing her course. She was then not quite lights. I did not notice the green or red At six o'clock I was on the starboard side of have gone on a little further. I might have they run into her, the collision taking place half a mile off. I could see her masts light. The first blow was 50 feet from the bow, the forecastle. Sub-Lieut. Clive, navigating gone on to Calcutta Shoal. That is four miles. about 20 seconds after the order hard a-port had and bull at that time. She starboarded her the second 30 feet farther ait, the third another 3) officer, and the gunner were also on the The telegraph to the engine room is on the bridge. been given. They struck the Norden at an angle helm and came down towards us. As soon as feet, and the last some 60 or 70 feet further aft. forecastle. I went there to get a good de You cannot telegraph to the engine room from the of about 30 degrees between her fore and aft lines. to port, and afterwards, as she came down on us, the Espair if they had their lights burning. He forward than from the bridge. At six o'clock to pass orders to the man at the wheel. The prised of the bowsprit, jibboom, bumpkin, and hard aport. I also blew the whistle, one blast, did not point them out to me. After the collision | we were abreast of the Tiger's Claw. We look-out man had been sent to the gangway to port cathead carried away, and a cutter on the as a sign that we were porting the helm. The we went perha a few ship's lengths ahead. To skirted up Tiger Island. The navigating officer pass the word aft. The gunner was with me port side was staved in. Judging by the damage to. other steamer came right against us with her stop the ship from full speed ahead, light, would asked me to do that in order to get a good de- seeing the anchors clear. I had been on deck the outter he should say they struck at an acute above the water line. I saw that some of the tried it. The reason I cannot tell you what course with the course marked on it, and said—"The time I went up to it. We were half a cable's the time of the collision. After the collision they have any effect on our speed. After the Collision we stopped and anchored. Our anchor say how far she was off. I saw her lights when I that would place her, in a most diagerously was down one minute after the collision. We were at anchor for about half an hour. White at anchor for about half and the was on the pointed out in a casual way that they were burning, and witness said yes, and that we will place her, in a most dungerously was in the boat with the was on the pointed out in a casual way that they were burning, and witness said yes, and they was on the pointed out in a casual way that they were burning, and witness said yes, and they was on the pointed out in a casual way that they were burning to a casual way that they were burning to a casual way that they was on the pointed out to the gunner, and that they was on the pointed out to the gunner, and that they would light they was on the pointed out to the gunner, and th stop and reverse then, because it akes a long time to gethead way off the ship, and the best thing 1 to do was to put the helm to port. If I had stopped and reversed we would have run right into the moment of the collision. the other ship. By keeping on full speed l

other steamer was four or five bundred yards off. After she sturboarded nothing could have

thought we would have been able to pass ahead

r breast the foremust, about 50 feet from the

collision when I saw the other steamer changing

her course and coming down towards us. There

was no danger before that. At that time the

where they interest of the case of the Khedive and the Vortine watching that the ship was well steered. I ordered starboard the watching that I went below; and came on deck it had been on their port bow as the ship was well steered. I saw her contended, was on all fours they alleged, and witness had seen their red waerts, which, he contended, was on all fours they alleged, and witness had seen their red waerts, which, he contended was on all fours they alleged, and witness had seen their red waerts, which, he contended was on all fours they alleged, and witness had seen their red was not my duty under the 21st runed more towards us, and several others. The Norder light. I ordered hard a port, full speed was not my duty under the 21st runed more towards us, and several others. The Norder light, he should have ported the helm. Witness with this, and several of the foremast. I saw the starboard side of the foremast side of distance from Whampon to Tiger Island is gunboat before she struck us, but I could not see room hatch. By the time I got there the en- channel like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like that as long as I am on the learn no whistle. He was quite sure he did not was on like was quite sure he did not was on like was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was on like was quite sure he did not was o twenty-five miles, as I have heard from the pilot, the green light. I saw the red light going away. gines were going astern, just beginning. That right of the centre of that channel nobody see the lights of the Norden before he set the in fault in porting her helm when she would ent ports,

was caused by the Espair not keeping a proper | The witness here marked on the chart the look out, not putting her helm to port in various positions and courses mentioned in his obedience to rate. 15 of the regulations for evidence in chief. The point to which these preventing collisions at sea, in improperly brought him did not agree with the true point

Espair was going up the Canton river under steam | when the witness saw the difficulty he was in.

the Norden still showed her green light the English steamer left Whampon shortly be- collision occurred.

tide. The vessel is 768 tons register, her length there was still a little way on her, stopped the about 220 to 524 foot and her keep and passed Anung Point given. He had a limpossible to judge Up to the time I starboard. They had a limpossible to judge Up to the time I starboard. They had a limpossible to judge Up to the time I starboard. They had a limpossible to judge Up to the time I starboard. about 230 to 234 feet, and her beam 29 feet. engines, and let go the suchor. We were near chart with them, and as soon as Tiger Island ed the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from there, as a put the helm over, and soon after the collision advisable to take his departure from the collision advisable to take his departur There are the master and two mates, and a boat the north-east point of Tiger Island when we was past, they sat the course, and the Naviswain and six deck hands. About six o'clock dropped anchor, about two cables' length off, the gating Lieutenant, Mr. Clive, left the bows us on ber port bow until she showed us her red we were six or seven miles above Tiger Island. fort being S. or S. by E. We bore E. by S. to see that the vessel was put upon that course. If n to six o'clock the captain was a sure of the E. pair's own showing the collision was owing the course to the quartermaster, and told be was. Witness sometimes entered up the light. Tiger Island the E. pair's own showing the course to the quartermaster, and told be was. Witness sometimes entered up the light. Tiger Island the E. pair's own showing the course to the quartermaster, and told be was. Witness sometimes entered up the light. Tiger Island the E. pair's own showing the course to the quartermaster, and told be was. Witness sometimes entered up the light. Tiger Island the E. pair's own showing the course that the property of the E. pair's own showing the course that the property own showing the course that the property own showing the course that the property own showing the course to the quartermaster, and told be was the course that the property of the E. pair's own showing the course that the property of the E. pair's own showing the course that the property of the E. pair's own showing the course that the property of the E. pair's own showing the course that the property of the E. pair's own showing the course that the property of the E. pair the property of the propert Up to six o'clock the captain was on watch, but from Bate Rock. The chief officer took sound- at six o'clock I went on the battern CD with the from Bate Rock. The chief officer took sound- when he left the captain was on the star- than four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the star- than four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the star- than four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the star- than four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the star- than four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the star- than four miles off that night. and helmsman were also on the bridge. The the Espair went astern she came up to us again directly afterwards he saw the white light of an By Mr. Francis—I have commanded the returned to the topgallant forecastle. The last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the returned to the topgallant forecastle. The last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the returned to the topgallant forecastle. The last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the returned to the topgallant forecastle. The last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the returned to the topgallant forecastle. The last it to him. By Mr. Francis—I have commanded the returned to the topgallant forecastle. The last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the last it to him. Witness wrote nothing about this having been on his wrong side of the channel, and the last it to him. pilot was a licensed Chinese pilot. The helmsman was a Chinese able sequence on the look-out violation at Chinese able sequence on the look-out violation and the point of the look-out violation and the look-o a Chinese able seaman on the look-out right in did not anchor at that time. We were at an reported that the vessel was on her course Lieut. only time I had been from Macao to Canton. I proaching ship, a trifle on the starboard bow, and the bows. The bridge is about amidships, just chor half an hour or perhaps more before we Adams pointed out the approaching light to took a pilot twice, but I had not one on this occa- about three or four miles distant. They were in front of the funnel. The vessel has two masts. got under way again. I don't know whether him, and he went again to see that the vessel sion. The watch officers are the first lientenant, then 200 yards or so N. by W. of the N. E. point witness believed he wrote something in it first. the river full speed about nine and a half knots. had her lights burning. Our damage was all the gunner, who was also on the forecastle head. ing up the river I am on deck all the time. I lights for about the gunner, who was also on the forecastle head. ing up the river I am on deck all the time. I lights for about the gunner, who was also on the forecastle head. At six o'clock the pilot was directing the course | the least state of the collision and | the Beggir struck us in four places | to look to the lights, and he saw that they were | was in charge at the time of the collision and | the least degree | the least de by the lard, and I gave orders by the compass. The aftermost blow was about our after hatch, about 625 to 220 for intermost blow was about our after hatch, burning very brightly. Lieut, Adams would Lieut. Clive was assisting me. We left Macao on her course. About 6.25 to 6.30. We got on to a S.S.E. 50 feet from the stern. I did not see what 1 E. course by the compass, S.E. by S. 1 S. damage had been done to the Espoir. I asked proaching the statements he have gove round a point or two more to the Bocca Tigris. From noon to six have gove round a point or two more to the Bocca Tigris. From noon to six have gove round a point or two more to the Bocca Tigris. true. I know the land about Tiger Island then to be kind enough to send a boat and they well. When we got that the first send a boat and they saw the green light. Having thus green we were going 7½ to 8 knots. We entered starboard. He went to the compass by which we were going 7½ to 8 knots. We entered starboard. He went to the compass by which we were going 7½ to 8 knots. We entered starboard. He went to the compass by which we were going 7½ to 8 knots. We entered starboard. He went to the compass by which we were going 7½ to 8 knots. We entered starboard. He went to the compass by which we were going 7½ to 8 knots. We entered starboard. He went to the compass by which we were going 7½ to 8 knots. We entered starboard. well. When we set that course the north-did so. Our boat aft on the port side was light to green light he felt that all was the Bocca Tigris cast of Wangtung Island the quartermaster was steering, on the starboard vessel until she came in contact with them and the contention of his clients as to the position was borne out to a starboard vessel until she came in contact with them and the contention of his clients as to the position was borne out to a starboard vessel until she came in contact with them and the contention of his clients as to the position was borne out to a starboard vessel until she came in contact with them and the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the position of the contention of his clients as to the content of t where the course the north of the start of t intended to pass Tiger Island as near as the gangway. He asked me what the damage light did not open out so much as be thought it how fort is about half a mile. We passed east starboard while he was there and he repeat—injured on the left arm and slightly on the left. Fergusson, who was a passenger by the Esnoir.

The continue of the gangway. He asked me what the damage light did not open out so much as he thought it how fort is about half a mile. We passed east starboard while he was there and he repeat—injured on the left arm and slightly on the left. That continue containly not the unstitudent of the gangway. He asked me what the damage light did not open out so much as he thought it how fort is about half a mile. possible and to keep Bate Rock on the starboard was and I said I could not say, but we would go ought, and he caused the helm to be starboarded of Dove Rock. We were steering by the land. ed the order to the quartermaster, who carried leg. Had the vessel over been on their port how of the caused the helm to be starboarded of Dove Rock. We were steering by the land. ed the order to the quartermaster, who carried leg. Had the vessel over been on their port how of the caused the helm to be starboarded of Dove Rock. We were steering by the land.

Mr. S. Hansen, second engineer of the Norden. gave evidence as to the orders received in the of her clear. We were struck on the port side, engine room. The case was not concluded when the court bow. I first thought there was danger of rose, and the further hearing was adjourned notil ten o'clock next morning.

a green light were seen about half a point on word take three minutes to congress the starboard low and about fall at the minutes to congress the starboard low and about fall at the minutes to congress the starboard low and about fall at the minutes to congress the starboard low and about fall at the minutes to congress the starboard low and about fall at the minutes to congress the starboard low and about fall at the minutes to congress the same time. I was along. The Norden was along. The Norden was along. The Norden was along. The Norden was along to the same time. I was along the same time. I was along the same time. I was along the same time and the same time. I was along the same time and the same time are the same time. I was along the same time at the same time are the same time. I was along the same time at the same time are the same time. I was along the same time at the same time are the same time. I was along the same time at the same time are the same time at the same time. I was along the same time at the same time.

not keeping a proper look out; and that at the been lighted before I left the bridge. When I Georg Kundson, chief engineer of the Norden; 20 feet. I could see Tiger Island at the time of went to nearly four points at the been lighted before I left the bridge. When I Georg Kundson, chief engineer of the Norden; 20 feet. I could see Tiger Island at the time of went to nearly four points at the been lighted before I left the bridge. When I last moment, when a collision was imminent, she left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge th the Norden. According to the Espoir's own member how she was steering then. I did not at the time of the collision, but it was 6:45 when south of Bate-Rock. On the starboard side of astern, so as to mitigate as much as possible the starboard. account of the course on which she was go come on the bridge again until the collision had the anchor was dropped. He kept no log, only a where I was it is ill low flat land, which she was go come on the bridge again until the collision had the anchor was dropped. He kept no log, only a where I was it is ill low flat land, which she was go come on the bridge again until the collision had the anchor was dropped. She had the Norden or her starbeard bow, and then I heard a blast of the whistle. I put on was about two and a half minutes from the ed-on-them-in-pondi-to above Tiger Island for would have cut me down. I could not run away wide enough for one to pass down at a time.

By the Acting Attorney General-We kept were carried out, but the other ship came rush. courses from Macao up to an island of which I wheel. When he was sufficiently high up the lad-

The following evidence was then called on be-

being at the wheel, and the chief mate and a and that corresponds with the time seconds from the time I completely second the chief mate sing out "port, port," When I saw the red light. Se had not paid off much down the red light. Se had not paid off much down the red light. first saw the other vessel she was about a quarter under her starboard palar; we had just gri at you begin to open out. I when he made up the fair. He countines left under her starboard palar; we had just gri at you begin to open out. I good swing on. Whit I ordered the helm do think it are a visable for me and my officers to out things because they often put in a let avoided the collision, as it was only a question Cross-examined by the Acting Attornoy starboard there was a danger of collision; we be on the forecastle head where I could see bet- of rubbish. On the vening of the 3rd Nov. the of 50 feet, the Espoir striking in the General—I went forward on heaving the order were green light to reen light. When I saw ter there is communi-"port" because I wanted to see what they were the red light I saw collision was inevitable. ention with the engines and the wheel. I had ness saw him with it, but he could not say, the Espeir was in no way to blome for the altering the course for. They may have changed About ten seconds after I got to the quarter a man to pass the word. I have not tried with whether before he began to write it there was collision. Upon all the evidence which had been the course several times coming down the river, deck the vessels strek. My howsprit struck the Espoir how long it takes to bring her to a snything there already. Nor did he remember addiced he would ask the court to reject the espoir how long it takes to bring her to a snything there already. Nor did he remember addiced he would ask the court to reject the espoir how long it takes to bring her to a snything there already. ing speed or stopping and reversing her engines courses that he ought to have commenced his but I did not hear any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has a like the course several times courses that he ought to have commenced his but I did not hear any order. I thought when him on the port bow has a like the course several times courses that he ought to have commenced his but I did not hear any order. I thought when him on the port bow has a like the course several times courses that he ought to have commenced his but I did not hear any order. Thad nothing to do, so I went forward to see what port cathead were bon torn away, the topmast It is the quartermaster souty to make the entries been in the Espoir since the 27th July last, and nesses of truth. On the other side he had show-The apswer of Captain Adams set out that the The Acting Attorney-General said that was the land. I did not think of anything really, but fell on the starboard ow, the port bumpkin and tancethis morning in eight seconds—not a fest run.

The Acting Attorney-General said that was the land. I did not think of anything really, but fell on the starboard ow, the port bumpkin and tancethis morning in eight seconds—not a fest run. Captain Thomsett said the whole thing was they were doing. I did not hear any order for stunsail boom on the prt side was broken, and the it, but I could feel that the engines were going port cutter was stoven. The other vessel swept to the collision. I wrote it after letting go the her in August. Since the matter was before the besides was of so extraordinary, and improbable true: A little to the N.E. of Diger Island and Cross-examination continued—The captain astern about 6.00 n.m. a white 15-31 days are restricted to the collision. The captain astern about half a minute before the collision. The captain astern about half a minute before the collision. The captain astern about half a minute before the collision. about 6.20 p.m. a white light and subsequently came on deck just at the moment of the This and the order to port, and the whistle were in collision a vey short time. We grazed that the order to port, and the whistle were in collision a vey short time. We grazed that the order to port, and the whistle were in collision a vey short time.

course parallel to that of the Espoir, bore about was ahead of us, about half a mile, and going a survey of the Espoir little faster than we were. Two the Book of and was apparently 500 yards off, the holm of the light on the Espair. I showed it to the pilot, the Norden, and was on board on the Srd Novem- Lieutenant Clive with a boat. While he was an are remembered that if they had not the Norden, and was on board on the Srd Novem- Lieutenant Clive with a boat. While he was and the ship's log is eatered up from that. The the latter was starboarded in order to give and it was reported shortly afterwards by the the Norden a wide borth, when suddenly the Norden shut in her green light and showed the red. A collision then green light and shows at that time her red. A collision then being distributed by the portions of the Norden shut in her green light and shows at that time her red. A collision then being distributed by the portions of the Norden shut in her green light and shows at that time the continue and the same and drifted up with look out the whole of the watch is responsible for it at sea to the continue and the portions of the Norden shut in her green light and shows on the port side. About half the tides of the Norden shut in her green light and shows on the port side. About half the southeast of the Norden shut in her green light and shows on the port side. About half the southeast of the Norden shut in her green the collision countred. He was on the collision countred. He was on the done and the port is at the same and drifted up with officer of the watch is responsible for it at sea to the country and the same and the port is at the same and the same and the port is at the same and port is at the same and the port is at the sa the engines of the Espair were immediately and the Espair were immediately con our port bow. The collision took place between side. He reported to the chief mate "a light on came back I hoisted estimated withing under my own. Perhaps was anyone on duty as leokout on the forecastle bed out. The entry originally made was "6.30" and stopped collision took place between side. He reported to the chief mate "a light on came back I hoisted estimated withing under my own. Perhaps was anyone on duty as leokout on the forecastle bed out. The entry originally made was "6.30" and stopped collision took place between side. He reported to the chief mate "a light on came back I hoisted estimated withing under my own. reversed full speed aid her helm was put hard one and two minutes after the Espoir altered her the port law and the port bow." About five minutes after that he while my men cleared was a nonstant on the torontomy of the contract of the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the whole my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." About five minutes after that he while my men cleared was the port bow." a-port. The Espoir, under her starboard heim, course. If we had stopped and reversed immediwent off to port only two points. The Norden ately the Espectal tered her course we would have side. He watched the two lights until they disabled by the cathad being locally and the spectral tered her course we would have side. He watched the two lights until they disabled by the cathad being locally and the spectral tered her course we would have side. He watched the two lights until they disabled by the cathad being locally and the spectral tered her course we would have side. He watched the two lights until they disabled by the cathad being locally and the spectral tered her course we would have side. did not appear to slacken her speed at all and got some of our way off. We were never on the starthe Espoir struck her on her port-bow. The close to the Bate Rock. The Espoir hailed board side of the Norden, When the other on account of the ma in the bowlines close to the Bate Rock. The Espoir hailed board side of the Norden, when the other on account of the ma in the bowlines close to the Bate Rock. collision took place about a mile and a half N. by as after the collision, from astern, and asked if we vessel, was close to them, about three or four W. W. of the fort on the N.E. end of Tiger wanted any assistance. We sounded after we ship's lengths distant, they steered wrongly, and clearing it away. As soon as the anchor and it is produced here. There is no partly oblilengths distant, they steered wrongly, and clearing it away. As soon as the anchor and it is produced here. There is no partly oblilengths distant, they steered wrongly, and clearing it away. As soon as the anchor and it is produced here. There is no partly oblilengths distant, they steered wrongly, and clearing it away. As soon as the anchor and it is produced here. There is no partly oblilengths distant, they steered wrongly, and clearing it away. As soon as the anchor and it is produced here. There is no partly oblilengths distant, they steered wrongly, and clearing it away. As soon as the anchor and it is produced here. There is no partly oblilengths distant, they steered wrongly, and clearing it away. As soon as the anchor and it is produced here. There is no partly oblilengths distant, they steered wrongly, and clearing it away. As soon as the anchor are steered wrongly, and clearing it away. Island. The Norden was not kent on her proper anchored and found ten fathous. I saw the red course as required by law, a proper look out was light of the Rep ir the whole time. I am not look on the Rep ir the Rep not kept on the Norden, the helm of the Norden, the helm of the Norden certain whether I saw the green light, as I could they had ported a little, and after she starboarded mon next day. The marigating officer took is often as much as ten minutes out. The marigating officer took is often as much as ten minutes out. The marigating officer took is often as much as ten minutes out. The marigating officer took is often as much as ten minutes out. The marigating officer took is often as much as ten minutes out. The marigating officer took is often as much as ten minutes out. The marigating officer took is often as much as ten minutes out. The marigating officer took is often as much as ten minutes out. was improperly ported, and she did not stop and see the whole ship so plainly that I paid no atreverse her engines when there was risk of tention to the lights. I keep the log on board

Norden. The Brd rule showed what the Es oir's got to the foot of the ladder the Espoir struck us, The Acting Attorney-General then opened swept round and my port gear would have duty was; she should have got over to her pro about 80 feet forward from where I was. I saw the case for the Espoir. As would be gathered been damaged. We had a leadsman taking per side of the channel, have got the Norden on the starboard side of the Espair when I came from what had previously transpired the case soundings. The wheel is about the mizen her port side, and no collision would have oc- on deck. I did not uctice her green light. She for his clients was diametrically opposed mast. The bridge is before the mizen mast. truck us at an angle of about 50 degrees. I as to the facts on every point to that of It is usual for men not on duty to be on dence corresponding of that given by Lieut.

steering by the land instead of going to the clapsed between the orders hard a-starboard and Captain H. R. Adams said—On the 3rd No. trouble of laying down a course on the chart?— bard a-port. He knew that the engines were revember we were going from Masso to Canton. You can't be too careful in navigating. I might versed. The Norden then crossed their bows, and I saw her offering her course I gave the order I did not ask the officer who came on board from parture because I could see much better from forecastle head. There is a man on the gangway The damage done to the ganboat was comstem on our port bow, at an angle of about forty. take perhaps two minutes, perhaps three. The parture. We passed close to the old fort, most of the time since noon, certainly since five. angle. After the first blow they grazed along the five degrees. The plates of the Norden were would go in that time I should say about four ship's When we got close to the navigating Before five I went down for a few minutes at a port side of the Norden. As near as he could broken and Bent, and a large hole made, but lengths, but I cannot say exactly, as I never officer showed me the chart with a lantern time, but I did not leave the forecastle from the guess that vessel was going about six knots at head gear of the other vessel was gone, and we were steering when I left the bridge is that course is now N. by W. 4 W. by compass," length off the land in skirting Tiger Island. separated about a quarter of a mile. The Norden Espoir, stated that he was in the starboard gang. there were splinters lying on deck. Just be I left the steering entirely to the pilot. We all which is true N. by W. 1 deg. to N. Mr. Having ontered the Bocca Tigris close archored, and he was sent to her with a boat, way at the time in question, passing the orders fore the shock our engines were going full keep a lookout. We had one man at the wheel. Clive then said—I will go aft and put her on to the Anung-hoy fort I crossed over to As he went on board Capt. Davidson met him at laft from the captain. He passed the order speed astern. but that had not had time to One man was enough. I don't know whether the bayes and a start of the gangway. He asked witness if it was a "starboard," and quickly after that "bard a start of the course." At that moment there was nothing the course. The Name of the course of the gangway. He asked witness if it was a "starboard," and quickly after that "bard a start of the course." At that moment there was nothing the course of the gangway. He asked witness if it was a "starboard," and quickly after that "bard a start of the course of the gangway. The start of the course of the gangway of the course of the gangway of the course of the gangway. The start of the course of the gangway of the g Calcutta Shoal and the starboard side of the river. under the white light. Then Mr. Clive asked me to go to Tiger Island. He believed the Espoir steamed land he saw a bright white light about a p Lould not see Bate Rock, as it was under wheeling to great the general to get out of the general was then called and gave evidence corroborative them through his glasses. I ordered the ganner I sighted the white and green lights. To bring land. After he got back to the Espoir they sure he never saw a light on their port bow. to inspect our lights to see if they were burning the vessel to her course we had to port. At that went over to Tan Ling Island and anchored. The Acting Attorney-General said that consaw the green light of the Espoir, but only at brightly. His answer was "burning beauti- time I had not definitely made up my mind where there, remaining there until 1.30 p.m. the next cluded his case. He then proceeded to address I was near the starboard bow light, and to anchor When the Norden was 500 yards off day. While lying there witness took the bear- the court on behalf-c2 his clients. He read the saw it burning brightly. Above me there were I noticed that she was not getting broader off on lings he had laid down on the chart and entered substance of the preliminary not for the Norden, a good many men, perhaps a dozen, smoking. I our sterboard bow as I expected. She was two them in his note book, and from there he after and he contended that that was the only case he watched the ship approaching, never taking my points on our starboard bew when half a mile off. wards copied them into the ship's log. They had to meet, upon which the other side west to a collision at that time. He submitted eyes off, except to glauce at our own starboard I did not draw any inference from the fact that were then about three-quarters of a mile from stand or fall. He proceeded to traverse the evibow light. She steadily came on and when from half a mile to 500 yards she did not open where the collision took place. He never saw dence of the first witness for the Norden, and he she was about two miles off I said to a few out. You might think of it coelly now, that that the Norden on his port bow until after the colli- contended that the course he stated his vessel men close to me "Keep a good look out showed she was crossing our course from star- sion. The collision did not take place any- was going, four miles to the North of Tigerfor her red light, for if I see her red board to port at a very slight angle. I was where between the Bate Rock and Tiger Island, would bring him to a point about two light I shall have to port." She appeared allowed to starboard until I saw her red light. The positions the other side had marked on the thirds of a mile from the Calcutta Shoal. The The following additional witnesses were called to me to be steering a course exactly parallel I would never port to a green light. I did not chart were wrong, and the ships could not have witness said they were steering S. S. E. J. E. to ours, and I thought she would pass about a think starboarding my belm increased the risk come together at the place they alleged. and that course would take them well on to the he was authorised to say that this action was de-James Heinrich Jacobsen said—I am chief hundred yards off if both ships kept their of collision, because I was not to suppose that she lift they had been where the other side alleged starboard side of the channel, where his clients fended and the counter claim entered by the astern the collision might possibly have been steward on board the Norden, and was on board to was about half a mile off was breaking the rule of the road. It turns they would not have starboarded their helm if said they were He contended that he had a mile off was breaking the rule of the road. It turns they would not have starboarded their helm if said they were He contended that he had a mile off was breaking the rule of the road. It turns they would not have starboarded their helm if said they were He contended that he had a mile off was breaking the rule of the road. It turns they would not have starboarded their helm if said they were He contended that he had a mile off was breaking the rule of the road. a oiled. The regulation lights were burning her when the collision occurred. I was under the I felt certain we would pass green light to green out that she had infringed the rule: As possible, because their position relative to the Bate proved that when the vessels were approachon our vessel. The channel is about a mile wide fore part of the bridge when it occurred. I came light. I then sent a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such a message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such as the message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such as the message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such as the message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such as the message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such as the message by the gumer soon as I saw she was crossing my bows by Rock would have rendered such as I saw she was crossing my belong to the gumer soon as I saw she was crossing my by the gumer soon as I saw she was crossing my by the gumer soon as I saw she was crossing my by the gumer soon as I saw she was crossing my by the gumer soon as I saw she was crossing my by the gumer soon a at the print where the collision took place. Our rest out from the galley and went forward because I to the engineer to burn down because I was showing her red light I ported. It was only a dangerous in that position. He put the course of green light, and not in the position of crossing sel was drawing between twelvound thirteen feet. heard someone on the bridge call out "port." I going to anchor. I had waited to do this be- matter of a few seconds. I was not supposed to the Espoir on the chart produced, and the posi- ships, and therefore it was the duty of either She steers very well. It was a clear moonlight went along the port alleyway When I got in cause all my attention was taken up with the know in that time that she was a vessel crossing the new in that time t

the Norden. I gave the order full speed of the foremast. He never saw the gunboat's more than two milesfrom the fort on Tiger Is-Mr. Francis went on to say the case seemed astern, and afterwards the captain gave the capt to be one of these so frequent in that court in order stop. The latter order was given about occurred six or seven ship's lengths distant from taken me to the courts of the centre of t nel as I went up. There is a bend in the chan-starboarded on seeing the light I should think He gave evidence of a corroborative nature. In last. In the same way a consider claim was tion between the parties as to their relative posiwe were n t more than balf a cable's length from

The same way a control of the control o tions when approaching each other and in which Bate Rock. I remember one of the officers of the question for the court was mainly one of evidence on the specific court was mainly ence. It was unnecessary to go into the question of law until the evidence had been given, because it would denote on what the starboard on what was said. I but a good distance off. He knew the other vessel arm what was said. I but a good distance off. He knew the other vessel arm what was said. I but a good distance off. He knew the other vessel arm what was said. I but a good distance off. He knew the other vessel arm what was said. I but a good distance off. it would depend on whether the vessels were red did not hear the captain as the officer if the light to red light on many that the red light on the red light on many that the red light on th head come round into them.

Chan Shing Kweng, quartermaster of the I first saw her, showing her red light, I would salt flat and had to wait for the tide; but the have cut then in two.

Macao: they did not know what side of the commenced my lines a little to the northward.

Macao: they did not know what side of the commenced my lines a little to the northward. channel she entered the river by, but instead of It would take me a long time to dear it exactly. gave him orders as to steering, the mate giving where I first sighted ber. It was after I sat the provider of the provider o keeping to the starboard side she came hugging By the Court—I am not certain whether I him a course, and the pilot the order to my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he considered it his my course that I first sighted her. It was ten exception, of the constant watch for the red light, and he considered it his my course that I first sighted her. the land tolerably closely on the port side. The saw the green light or not; I don't think I did. port or starboard a little. The collision occurred. I put duty to do so. He saw the green light or not; I don't think I did. port or starboard a little. The collision occurred. Norden sighted her a point or a point and a half At the moment of collision I was standing in curred about half-past six six or seven ship's put my vessel on her course to the collision. Here the collision is curred about half-past six six or seven ship's put my vessel on her course to the collision. Here the collision is curred about half-past six six or seven ship's put my vessel on her course to the collision. on her port bow, and seeing the vessels were apthe middle of the bridge. The Espoir struck lengths from Tiger Island. The land was far speed over the ground at that time was a good over the ground at that time was a good over the ground at that time was far speed over the ground a proachin each other on almost opposite courses us in front of the bridge. I cannot say if I saw from them on the port side, and close on the leight knots. If the collision had taken place I do not think I rabbed out any writing of the opened out her red light she would have passed the Novel of the bridge. I cannot say if I saw from them on the port side, and close on the starboard. He saw the white light of a steamer where the Norden siys it did I would not have quartermaster's when I made that entry, but I astern of them 200 or 300 yards distant. Wit-Captain Davidsen, master of the Norden, said approaching them, but he saw neither the red steamed round her; I would have been afraid of may have done so. I told him to bring the book ness corroborated the previous evidence as to again on heroldcourse. Suddenly, when about 500 —I was on board the Norden when she left nor green light. When the other vessel was the Bate Rock. The collision did not take place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. Having been what orders were given and what measures were place to me and I would make the entry. yards off, the E-poir attempted to cross the Nor. Whampos on the 3rd November last. I have close the chief officer had the whistle blown twice anywhere within a nile and a half of Tiger Is—up to Canton several times, I know the way up, adopted. den's bows, starboarding her helm as hard as she been up and down the river several times. It to indicate that he was porting the helm. Witcould. Seeing the only chance of avoiding the collibration of the model of the port of starboarded my helm I would have gone over the starboarded my helm I would have sion was to get past the point of danger the Nor- half flood. We had a licensed Chinese pilot on starboard before it struck them. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. As long as I saw her green. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. Shortly before Bate Rock. There are bearings to keep clear of a crossing ship to me. den went full speed ahead. She almost succeeded board. We were going about nine and a half the collision witness, by the order of the chief, the Bate Rock. There are bearing at the green in greating and half the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision he left the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision he left the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision he left the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision he left the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision he left the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision he left the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision he left the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. on the wrong side of the channel, that she was The chief officer took charge. The lamps had examine the chief engineer he had no objection. Over rocks marked on the chart even if there is steady course, and when I starboarded she deal of noise and confusion of the men running that of the other. The harms had examine the chief engineer he had no objection.

6th January.

night. The tide was the last of the flood, run- front of the bridge I saw a masthead light and a other ship When she was half a mile off she from the fact of her not opening out. I do not lision. When she was half a mile off she from the fact of her not opening out.

By the Court—I saw the starboard side, but I quired what my damye was, and then steamed written with a carbon that he could remem out, and each suit should be dismissed. It was

stated that he was on the topgallant forecastle tions here had been that they were defended by The Espair was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded. The spot was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded. The spot was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded. The spot was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded. The spot was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded. The spot was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded. The spot was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded.

light before that time.

the ship's clock that evening. speed astern " at 6.20, and the collision occurred about 15 seconds afterwards.

next morning at 10.30. 7th January.

The following additional witnesses were called on behalf of the case for the Espoir. Robert Pellam, first class boy on board the

the court could believe otherwise than that the

thing to do with that; I look to Mr. Adams. Mr. Francis said he had no intention of doing that. Huthen proceeded to reply upon the case for the Espoir. He submitted that each party,

abreast of the foremast. The principal charge o'clock. I went from the bridge to the chartroom Mr. Francis said that concluded the case for they made against the Evacioness that the Evac they made against the E-poir was that she was and about twenty minutes past six to my cabin. The plaintiff, but if his friend wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard wished to cross- over that line; there is 14 feet, but I do not go points on my starboard bow while on my starboard bow wh adopted a wrong manceuvre and ran into miles northward of Tiger Island. I cannot rethe Nordon According to the Collision was nowhere to the land to the collision was nowhere to the land to the collision. He did not notice the time of the collision. He did not notice the time of the collision. ing up the river—she did not state which side taken place. I heard a noise which I satisfied private code. At the time of the collision the could not see at might unless you got within a contractions. she was on—by sold the was equally wrong. myself was the mate shouting "port," and engines had just commenced to go astern. It quater of a mile. Our charts have courses markunder rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on her are received and for rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on her are received and one rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on her are received and one rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on her rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on her rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on her rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on her rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on time of the collision until they were anchored. her lights as well as the mast head light, and length off on our port bow, about four, points. did the Espoir ever show the Norden her red surrounding circumstances referred to in saying that when the ressel had swung on her Edwin Tossow, quarter-master on board the starboard helm the Norden was about four points Espoir, said he was on watch from six to eight on her starboard bow; he submitted that if she p.m on the 3rd November last. He was in charge had been in that position no collision could have Ahlmann interpreting in the Danish language I got on the bidge. When I got on the bridge of the efficience of the effici for the officers of the steamer, who did not speak the engines were reversing and the helm was case for the Espoir was that on the 3rd. Novem- Norden before the collision.—The witness here the engines were reversing and the helm was case for the Espoir was that on the 3rd. Novem- Norden before the collision.—The witness here the engines were reversing and the helm was case for the Espoir was that on the 3rd. Novem- Norden before the collision.—The witness here the engines were reversing and the helm was case for the Espoir was that on the 3rd. Novem- Norden before the collision.—The witness here the engines were reversing and the helm was case for the Espoir was that on the 3rd. Novem- Norden before the collision.—The witness here the engines were reversing and the helm was case for the Espoir was that on the 3rd. The witness here the engine of a port. The Espoir was in contact with us bor that vessel was on the voyage from Macao to marked on the topgallant forecastle with the from that gentleman. Mr. Clive kept him steady | Espoir's part to have put the belin over again to marked on the topgallant forecastle with the from that gentleman. Mr. Clive kept him steady | Espoir's part to have put the belin over again to marked on the topgallant forecastle with the from that gentleman. Mr. Clive kept him steady | Espoir's part to have put the belin over again to marked on the topgallant forecastle with the line of the line Mr. P. J. Elberg, chief officer of the Narden. about a minute or a said—We left Whampon on the 3rd November were state and the Espoir was going and the Navigating Lieutenant were in the bows heading our course. I say that because I starlast; empty, bound to Wuhu via Hongkong. We astern. When we got clear I put the helm of the vessel, navigating her. Lieut. Adams boarded and got a swing on and then hard a port. got up anchor about 4.30 p.m. It was then flood hard a-starboard to get her to stem the tide, as David Hill, able seamen of the Espeir, said he had been substantially and satisfactorily borne prosecute gain to keep pare more not not say, but we would go ought, and he caused the helm to be starboarded of Dove Rock. We were steering by the land. ed the order to the quartermaster, who carried leg. Had the vessel over been on their port now of the collision much nearer Tiger Island than, be should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. when we saw the lights of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were then should two miles of a steamer. We were the should the steam of the then about two miles off Tiger Island. We had not ask him if his lights were burning. I asked came suddenly into view; and the moment he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. and the engines full speed astern. Those orders Tiger's Claw. We had been steering compass starboard side, three or four yards from the wale of the cutter, leaning out of it upon an of what appeared at first sight the extraordinary Benjamin Herring, first class boy on board the | had deposed to, he would submit this hypothesis. the Espair, said he was on the topgallant fore. They had it in evidence that Mr. Adams was seven minutes I saw the red side light. I judge side the Calcutta shoal. We had passed that I he white light was about the was a light was about the was passed Anung-hoy boardbow. He saw by the alteration of her lights coatle during the time in question. He gave intending to anchor his vessel that evening, and the white light was about the minutes to six when we passed Anung-hoy boardbow. He saw by the alteration of her lights coatle during the time in question. He gave intending to anchor his vessel that evening, and the white light was about the minutes to six when we passed Anung-hoy boardbow. He saw by the alteration of her lights coatle during the time in question. He gave intending to anchor his vessel that evening and the was a light to a content of the coatle during the time in question. He gave intending to anchor his vessel that evening and the coatle during the time in question. He gave intending to anchor his vessel that evening and the coatle during the time in question. He gave intending to anchor his vessel that evening and the coatle during the time in question. He gave intending to anchor his vessel that evening and the coatle during the time in question. He gave intending to anchor his vessel that evening and the coatle during the time in question. I first saw it. When I saw the red light it was I cannot say exactly how far the Calcutta green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light, to keep on their course; nor were up to Canton that night. I intended to an early were green light to the green light to the engine room. about a point on our port bow and a rolle shoul is from Tiger Island. I do not know ex-Espoir, said he was on duty in the engine room upon from other circumstances. Therefore at at the time in question. He heard the order the time the vessels were drawing near each full speed astern given and saw it executed at other they were making preparations on board for to eight o'clock on a fine moonlight night; with then repeated the order to the quartermaster, once. Three or four seconds after the order was coming to an anchor. The evidence showed The Acting Attorney General—Yes, we were the tide in your favour? Yes or no?—Oh, I and went to him and saw it carried out immediate reverse. They were that the lookout man had been taken from his Could you not have gone on to Towling flats from the giving of the order. About 15 seconds after that, as near as he could guess, he | the orders aft, which would indicate that orders Cross-examined by Mr. Francis-The engine The consequence was that there was no man room clock was usually regulated by the ship's whose duty it was to keep a lookout, for which clock. He could not say whether it agreed with the captain relied entirely upon himself. He had seen a vessel pass to starboard, and he went By the court Witness got the order "full to look at the chart, and he never noticed a ressel coming-man the nort side. When the captain saw this vessel close to him he was thus The hearing was then further adjourned to taken by surprise, and seeing her red light he at once gave the order to port the belin which would have been ordinarily the proper order. There had been great contradictions in this case, and his experience of Admiralty cases in this court had been that they were like horsedealing cases, which were always said to be at home without honour or honesty. The Espair could never have been on the starboard bow of the Norden, she must always have been on her port

bow, for she was in charge of an experienced sel's red light. According to his own statement she was green light to green light with him, they were on parallel courses, and there was no danger and simple account given by his clients. He asked the court with confidence for a decision in

favour of the Norden. . The Acting Attorney-General said with reference to the matter his Lordship had referred to.

His Lordship said he thought it was advisable. • -Decision was then reserved

A few days ago four Hunan kidnappers were ng about half a knot.

By the Acting Attorney-General—When we light on the port side; I could see it be ween the area of 100 to 150 yards. If both the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast and it seemed to be san judge. The ships continued to approach, and the shrouds and the foremast and it seemed to be san judge. The ships continued to approach, and the shrouds are shown as a crossing vessel by her not opening out.

I show the shrouds are shown as a crossing vessel by her not opening out.

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I she was a crossing vessel by her not opening out.

I she was a crossing vessel by her not opening out.

I she was a crossing vessel by her not opening out.

I she was a crossing vessel by her not opening out. time and I was afterwards on the bridge for some vessel quite plainly. She was not bearing as I expected. Tordered starboard. In not having stopped and reversed her engines. Where they intelled to sell them. The kidnap-